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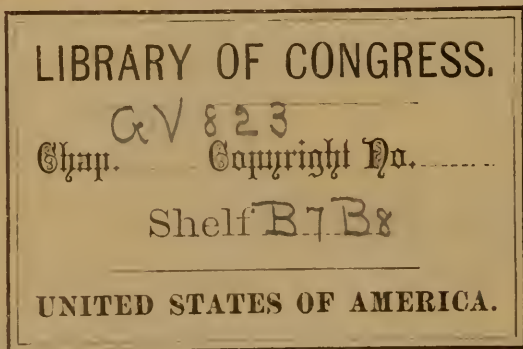
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A HISTORY
—OF THE—
BOSTON
YACHT CLUB.

EMBRACING AN INTERESTING RECORD OF THE EVENTS OF THIS, THE
PIONEER YACHT CLUB OF NEW ENGLAND, FROM ITS OR-
GANIZATION TO THE PRESENT TIME, TOGETHER
WITH FEATURES OF VALUE AND IN-
TEREST TO ALL YACHTSMEN.

BY THE

AUTHOR OF "HISTORY OF THE BOSTON FIRE DEPARTMENT," ETC.

Arthur Wellington Bentley, author

ILLUSTRATED.

BOSTON, MASS.
LOUIS P. HAGER, Publisher,
12 PEARL STREET.

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TO OUR READERS.

IN issuing this interesting work, "A History of the Boston Yacht Club," which embraces the inception of the sport, and will not only be of deep interest to the members of this organization, but of lasting importance to all lovers of the manly and invigorating pastime, we take pleasure in presenting to our readers and patrons a line of advertising embracing the necessities, conveniences, and luxuries of the life of a yachtsman; also they may avail themselves of the latest improvements which this age of science in which we live enables us to procure in machinery, etc. We have been careful to include in our list of advertisers in this work none but first-class representative houses, and such as we would honestly and freely recommend as worthy of patronage; and in this connection we cannot help remarking the unusual character and standing of our advertisers, being in almost every instance the leading houses in their respective lines of business, and of long established, well tried, and honorable reputation. We therefore not only cordially recommend them to the yachting and shipping public, but would bespeak for them a liberal patronage whenever our readers are in need of supplies or anything in their line.

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BOSTON.

A HISTORY

OF THE

BOSTON YACHT CLUB.

CHAPTER I.

1834-1866.

THE history of yachting in Boston dates back many years, but under an organized body of men as a club, the sport takes its inception from the efforts of a few enthusiastic men, who established the first Boat Club in this city during 1834. Mr. R. B. Forbes as Commodore, and seventeen other members, comprised the "Club," the "squadron" consisting of a row-boat and a small sail-boat, that were mostly used for fishing purposes. The life of the Club was very short, lasting only during the summer season of the year of its birth. The assessment was fifteen dollars each member; but at the winding up of its affairs, they transferred to the Commodore all the Club's property in consideration that he should pay its indebtedness, which sum amounted to \$50.94.

The following spring a new organization was started, in which a number of the members of the old Club took an active interest. The yacht *Dream* was purchased for the sum of two thousand dollars, each member paying one-tenth of the amount. This yacht was used, I may say, only for fishing excursions, during which trips the members took their own provisions. They were also armed with "props," through the medium of

which small sums of money changed hands. A pool was invariably made up when the fishing grounds had been reached, and he who landed the first legitimate fish obtained the money, while the catcher of the first sculpin got almost everything in the way of ridicule. The cost of maintaining the Club was very small, consisting as it did of keeping the boat in repair, and the wages of the skipper and his assistant. The assessment the first year was only \$26.88, and of the succeeding season \$27.87. But the great crisis arising out of the suspension of specie payment, in the spring of 1837, caused the members to sell the Dream, which terminated the life of the Club.

No further successful attempt was made to form a Club of yachtsmen until 1866, at which time there were no Yacht Clubs east of New York City. I do not intend to convey the idea that Boston had no one who felt an active interest in this invigorating and manly pastime, as there were a number of very fine yachts owned and commanded by Bostonians; but the idea of forming into an organized body did not fully develop until the season of 1866, when Messrs. Augustus Russ, Benjamin Dean, Eben Denton, Charles E. Russ, and Thomas Dean began active steps for the formation of this the first Yacht Club in New England. Did these few ardent admirers of salt water know what difficulties they would encounter in promulgating their plans, we fear that the Boston Yacht Club would have never been born; but not being gifted with the vision of seers, having once brought it into existence, they spared no expense or labor in shielding it from the poisoned arrows of jealousy and contention to which it was at times exposed. How far these efforts have succeeded, the elegant and costly Club House and property at South Boston, the long list of members and yachts, together with the substantial surplus in the Club treasury, can testify.

The first active steps taken were in September, 1866, when the following circular was sent out:—

DEAR SIR:—

It is proposed that a few gentlemen interested in yachting should meet at the office of Mr. Augustus Russ, No. 14 Tremont Street, on Wednesday evening, September 19, at 7.30 o'clock, to consider the propriety of forming a Yacht Club in Boston. You are respectfully invited to be present.

[Signed]

{ BENJAMIN DEAN.
 { AUGUSTUS RUSS.
 { EBEN DENTON.

This resulted in calling together the following gentlemen : Augustus Russ, Charles E. Russ, Dexter H. Follett, Eben Denton, Augustus Lothrop, Joshua H. Pitman, Thomas Dean, Benjamin Dean, Thomas Manning, Arthur Cheney, C. C. Sheafe, George A. Bates, H. B. Jackson, Daniel Briscoe and John Greer. As this was rather an informal meeting, nothing of note was transacted, except to appoint a second meeting, September 26, in the same place, which meeting was largely attended, when, on motion of Mr. Benjamin Dean, it was voted, "That it is expedient that a Yacht Club be formed in Boston, under the name of the Boston Yacht Club, for the purpose of encouraging yacht building and naval architecture, and the cultivation of naval science." It was then voted that each of the individuals present be a Committee to present names at future meetings, and procure their acceptance. A Committee, consisting of Messrs. A. Russ, Briscoe, B. Dean, Manning, and Denton, the first named being elected chairman, was appointed to report on a plan of organization ; also that they would issue a circular to such persons as they deemed expedient, to invite them to join the Club. At the third meeting, October 17, at the office of Mr. Russ, the plan of organization was accepted. One week later, the circular arranged by the Committee was handed in, and a long list of names prepared, to whom the circulars were addressed. It was decided, at a meeting held October 31, to hold an informal meeting at the office of Mr. Russ each Wednesday evening until the Club had become permanent. Nothing of importance was transacted at these meetings except to report new members ;

so that by November 14 seventy-eight gentlemen had signed their willingness to join the Club.

The meeting at which the organization was perfected, Constitution adopted, and the first board of officers elected, was held in the Parker House, November 21; Mr. A. Russ acted as Secretary *pro tem.*, and Mr. Thomas Manning presided. Ninety gentlemen were present. The first business transacted was the reading of the Constitution, each article of which was taken up separately, and acted upon. The following is the Constitution of the Club at the present time, few changes having been made from the original:—

ARTICLE I.

NAME.

The name of this Club shall be the BOSTON YACHT CLUB.

ARTICLE II.

OFFICERS.

The officers of this Club shall be, and rank, as follows: Commodore, Vice-Commodore, Rear-Commodore, Secretary, Clerk, Treasurer, two Measurers, and a Board of Trustees.

The offices of Secretary and Clerk may be filled by one and the same person.

The province of one of said Measurers shall be south of Cape Cod.

ARTICLE III.

REGULAR MEETINGS.

The Regular Meetings of the Club shall be held on the last Wednesday of January, April, July, and October. The Annual Meeting shall be held on the last Wednesday of January, for the election of officers. Each officer shall be elected on separate ballot, and all officers shall hold office until successors shall be elected in their places; but vacancies may be filled at any regular or special meeting.

ARTICLE IV.

COMMITTEES.

There shall be in the Club the following Committees, to be chosen by ballot at the Annual Meeting :—

A Regatta Committee, consisting of five members.

A Membership Committee, consisting of the Commodore and Secretary, *ex officio*, and three other members.

ARTICLE V.

DUTY OF COMMODORE.

It shall be the duty of the Commodore to take command of the squadron, and to preside at all meetings, and rigidly enforce all laws and regulations of the Club. He may call a special meeting at his pleasure, and shall do so at the written request of three representatives of yachts.

ARTICLE VI.

DUTY OF VICE-COMMODORE.

It shall be the duty of the Vice-Commodore to assist the Commodore in the discharge of his duties, and in his absence to officiate in his stead.

ARTICLE VII.

DUTY OF REAR-COMMODORE.

It shall be the duty of the Rear-Commodore to assist the Commodore and Vice-Commodore in the discharge of their duties, and in their absence to officiate in their stead.

ARTICLE VIII.

DUTY OF SECRETARY.

It shall be the duty of the Secretary,—

To keep a true record of the proceedings of every meeting of the Club in a book provided for that purpose.

To keep a correct roll of all the members.

To keep a correct list of the name, dimensions, rig, and ownership of each yacht enrolled in the Club.

To file all documents, records, proxies, reports, and communications connected with the business of the Club.

To notify each member-elect of his election, and upon his becoming a member, furnish him with a copy of the Club-book for the year.

To have books printed as provided by the By-laws.

To notify each member of every meeting.

In case of inability to attend any meeting, he shall cause the necessary books and papers to be conveyed to the place of meeting.

ARTICLE IX.

DUTY OF TREASURER.

It shall be the duty of the Treasurer to receive all moneys due the Club, and pay all bills contracted by it, keeping a correct account of the same in a book provided for that purpose.

To make a report at the first general meeting of each year of all his receipts and disbursements, and of the amount of money remaining in his hands.

To notify the Secretary of all members in arrears on the first day of December of each year.

He shall have the custody of all the funds and property of the Club.

ARTICLE X.

DUTY OF MEASURERS.

It shall be the duty of the Measurers to measure each yacht in their respective departments, and calculate its measurement as prescribed by the By-laws and Sailing Regulations, and make a return of the same to the Secretary.

ARTICLE XI.

DUTY OF TRUSTEES.

The Board of Trustees shall consist of the Commodore,—who shall be chairman *ex officio*,—and three other members.

It shall be their duty to take the charge, control, and management of all the property, real and personal, belonging to the Club.

They shall audit the accounts of the Treasurer, and make a report of the condition of the Club at the Annual Meeting.

ARTICLE XII.

REGATTAS.

All regattas shall be arranged by a Committee of five members of the Club, who shall be elected annually at the Annual Meeting.

Said Committee shall have power to fill its vacancies from Club members.

It shall select one of its members to act as Secretary of the Committee, whose duty it shall be to keep in a book for that purpose a true record of each meeting of the Committee, which book shall be transmitted to his successor in said office.

On the decision of a race, he shall send, within three days thereof, an official notice of the same to the Club Secretary, Treasurer, and the owner of the winning yacht, and in the case of a cup or other prize offered by a private party, shall send the same notice to the donor.

The Club Secretary shall send, within ten days of the receipt thereof, a printed copy of said official notice to each member of the Club.

ARTICLE XIII.

All voting shall be by Representatives of Yachts, by life-members, and by other members who have paid ten annual assessments ; but this shall not entitle the sole owner of more

than one yacht to more than one vote, but he shall elect which yacht shall vote, and no member shall have more than one vote.

ARTICLE XIV.

CANDIDATES.—PRELIMINARIES TO BALLOT.—WHAT SHALL REJECT.

Any person shall be eligible for membership.

Each candidate for admission must be proposed and seconded in writing, the name and address of the candidate, with the names of the members proposing and seconding him, to be sent to the Secretary at least ten days before the meeting at which he shall be balloted for, and also to be placed in the notices of said meeting.

Should the proposer and seconder of any candidate be absent from the meeting at which the candidate is to be balloted for, his name may be passed over to the next meeting.

Elections of members can take place at any general or special meeting.

Candidates can be elected members only by ballot, and shall, on election, pay an admission fee of twenty dollars.

A quorum shall consist of representatives of five yachts, and a candidate shall be rejected if one-fifth of the ballots of those voting shall appear against him.

The provisions of this article as to form of proposition for membership and notice may be suspended, by unanimous vote at any meeting, provided that notice of such proposition shall be given to the yacht owners at least three days before.

All applicants for membership shall, in addition to the foregoing provisions, and before their names shall be placed on the notices of a meeting, be approved by the Committee on Membership.

ARTICLE XV.

AMENDMENTS, HOW MADE.

This Constitution may be amended at any regular or special

meeting, notice of the amendment proposed having been given at the regular meeting next preceding, or printed upon the notifications, sent to each member, of the meeting at which the amendment is to be acted upon ; provided the same shall receive the votes of a majority of the yacht owners present.

ARTICLE XVI.

HONORARY MEMBERSHIP.

Any person who has distinguished himself in the encouragement of yacht building, and naval architecture, or who has rendered this Club important services and benefits,—or whom, for other reasons, the Club may see fit thus to honor,—may be elected an honorary member of the Club, the like proceedings being observed as are provided with reference to applications for membership.

Honorary members shall be exempt from all assessments.

ARTICLE XVII.

ASSESSMENT.

The annual assessment shall be ten dollars, payable on or before the Regular Meeting in January, and this shall be the only assessment made.

Any person elected a member between the first day of October and the succeeding Annual Meeting shall not be required to pay any assessment for the time preceding such Annual Meeting.

Members residing out of the Commonwealth may become life-members, after recommendation by the Committee on Membership, by paying a sum which, added to their assessments already paid, will amount to one hundred dollars.

Any member, and any person, who, on joining the Club, shall elect to become a life-member, shall, by the payment of one hundred dollars, become a life-member, and be free from all future assessments.

ARTICLE XVIII.

PERMANENT FUND.

The sum of five hundred dollars, together with one-half of all sums hereafter received from all regular fees, dues, or assessments, and such sums as the Club may, from time to time, vote in addition thereto, shall constitute a Permanent Fund. Said Permanent Fund shall be, from time to time, invested and re-invested by the Trustees in their discretion, except when instructed by the Club. The income of this fund shall be annually added to the principal, and no portion of it, or of its income, shall be expended for any purpose until the fund shall amount to the sum of ten thousand dollars.

The good faith of every member of the Club, and of every person hereafter becoming a member, is pledged not to propose any diversion of said fund, or any diminution of its said rate of increase.

The Trustees shall, at each Annual Meeting, make a detailed report in writing of the condition of the fund.

After said fund shall have arrived at the sum of ten thousand dollars, only the income thereof may be expended. The said rate of increase may thereafter be, from time to time, altered by vote of the Club; but the unexpended income shall be annually added to the principal, and become a part thereof, until said Permanent Fund shall amount to the sum of twenty-five thousand dollars.

The election of officers was next in order. Mr. D. H. Follett was elected Commodore; but, as a mark of courtesy, resigned in favor of Thomas Manning. That gentleman, however, would not accept of his offer, consequently Mr. Follett was retained. Mr. Manning was elected Vice-Commodore; Augustus Russ, Treasurer; Thomas Dean, Secretary; and Dexter S. Stone, Measurer. The Trustees were Benjamin Dean, Arthur Cheney, and William T. Adams (Oliver Optic). A Committee, to prepare By-laws, consisted of H. B. Jackson,

Thomas Manning, and Daniel Briscoe; while Arthur Cheney, J. Aborn, and A. C. Cary made up a Committee to obtain rooms for the use of the Club.

The number of boats belonging to the Club was twenty-five, of which twelve were schooners, and thirteen sloops. They were as follows:—

SCHOONERS.

NAME.	OWNER.	LENGTH OVER ALL.	DRAFT.	TONNAGE.
Carrie,	F. F. Bibber,	33 ft.	4 ft.	12
Dawn,	T. P. Barnes, Jr.,	31 ft.	3 ft.	10
Electra,	J. H. Sears,	29 ft.	4 ft. 9 in.,	7
Ellie,	A. Freeman,	40 ft.	6 ft.	25
J. Q. Adams,	Augustus Lothrop,	34 ft. 3 in.	4 ft. 5 in.	10
Juniata,	Arthur Cheney,	85 ft.	6 ft.	82
			[With centre-board down 13 ft.]	
Marie,	H. B. Jackson,	45 ft. 6 in.	3 ft. 10 in.	15
Mercury,	J. E. Herman,	34 ft. 5 in.	5 ft. 3 in.	11
Minnie,	{ Thomas Manning, George O. Sears,	52 ft. 6 in.	6 ft. 9 in.	42
Nettie,	Dexter H. Follett,	73 ft.	8 ft.	109
			[With centre-board down 18 ft.]	
Ranger,	S. W. Willson,	30 ft.	4 ft.	9
Sadie,	G. H. Bates,	51 ft.	4 ft. 6 in.	4
Trifle,	A. Masters.			

SLOOPS.

Clitheroe,	Benjamin Dean,	27 ft.	2 ft. 10 in.	8
Clytie,	{ J. B. Herreshoff, D. S. Stone,	36 ft.	4 ft.	18
	[Bristol, R. I.]			
Columbia,	A. and C. E. Russ,	39 ft. 1 in.	5 ft. 4 in.	22
Ella,	J. Greer,	22 ft.	4 ft. 4 in.	5
Fanchon	{ J. B. Herreshoff, D. S. Stone,	22 ft.	2 ft. 6 in.	10
	[Bristol, R. I.]			
Fannie,	B. F. Gibbs,	23 ft. 6 in.	3 ft.	6
Irene,	Bernard Jenny,			
Kelpie,	G. H. Bates,	33 ft.	3 ft.	14

NAME.	OWNER.	LENGTH OVER ALL.	DRAFT.	TONNAGE.
Mist,	J. H. Pitman,	32 ft.	4 ft. 6 in.	9
Parqueta,	J. Gross,	25 ft.	3 ft. 3 in.	6
Scud,	C. E. Folsom,			
Tartar,	H. C. Miles,	29 ft. 9 in.	1 ft. 6 in.	7
Violet,	Eben Denton,	35 ft.	4 ft.	15

Of this list the Columbia, Ella, Mist, and Parqueta are keel sloops. It will be seen that all but three of the above named schooners are keel-boats. The Nettie was furnished with a new patent metallic centre-board, made in sections, which shut up like a fan below the cabin floor. She is the first vessel into which the new invention was introduced. The inventor was W. F. Davis, of Boston.

Wednesday, December 5, during a meeting at the same place, the Committee on Rooms were given full power to engage rooms at a rental of not more than fifteen hundred dollars per annum. These gentlemen, a few weeks later, engaged the premises at the corner of Pemberton Square and Tremont Street for the above price, without taxes. Some talk of obtaining an act of incorporation for the Club was indulged in, resulting in the appointment of a Committee, consisting of the Commodore, Vice-Commodore, Messrs. B. Dean, A. Russ, and M. Dyer, to secure the same. The Committee on By-laws presented their report, which, in the main, was as follows, a few changes having been added from time to time :—

CHAPTER I.

ORDER OF BUSINESS.

I. At every meeting, a quorum being present, the order of business shall be as follows :—

FIRST. — Reading of the minutes of the last meeting, which shall stand approved unless corrected.

SECOND. — Reports of Committees.

THIRD. — Election of officers and members.

FOURTH. — Miscellaneous business.

FIFTH. — Adjournment.

CHAPTER II.

RULES OF ORDER. — RIGHTS OF CHAIRMAN.

1. Any member wishing to speak shall rise and address the Chair. If two or more members shall claim the floor at the same time, the Chair shall decide who is entitled to it.

MOTIONS. — HOW MADE.

2. All motions or resolutions shall be reduced to writing, if it is required by any member present.

ALL PRESENT SHALL VOTE.

3. When a question is put, every voter present shall vote, unless personally interested, or excused by the Chair.

LIMITATION OF DEBATE.

4. No member shall speak more than twice upon the same question, without permission of the Chair.

YEAS AND NAYS.

5. Any voter may call for the yeas and nays on any debatable motion, and the Secretary shall call the names of the voters present, and enroll the vote.

SUSPENSION OF RULES.

6. Any of the foregoing rules of order may be suspended by a vote of two-thirds of the voters present, but such suspension shall terminate with the meeting.

RIGHTS OF CHAIRMAN.

7. During the continuance of any meeting, no member shall leave the room without the permission of the Chair.

CHAPTER III.

ADMISSION FEE. — TREASURER'S RECEIPT.

1. The receipt of the Treasurer shall be sufficient evidence of the payment of the entrance-fee by the member

elected, of his right to the privileges, and of his assent to the rules of the Club.

DELINQUENTS TO BE NOTIFIED.

2. It shall be the duty of the Treasurer to notify members who are in arrears, and to report their names at each Regular Meeting.

PENALTY FOR NON-PAYMENT.

3. No member shall withdraw from the Club while in arrears to the Club, provided, however, that the name of any member whose assessments are overdue three months, may at any meeting be stricken from the roll after at least one week's notice to such delinquent member, that his delinquency will be passed upon at said meeting. The notices to other members than the delinquent shall state the fact that delinquencies are to be acted on, but need not contain the names of delinquents.

ABSENT MEMBERS.

4. Members who are absent from the United States for the whole fiscal year shall be exempt from their dues for such year, provided they give notice of such absence to the Secretary.

EXEMPTIONS.

5. The Secretary and Treasurer shall be exempt from all dues and assessments.

COMPENSATION.

6. The Secretary shall receive one hundred dollars per annum for his services.

A Measurer shall receive from the Treasurer the sum of five dollars for measuring a yacht of the first class, four dollars for one of the second class, and three dollars for one of the third class. The Treasurer shall collect the sums so paid of the owners of the yachts measured.

CHAPTER IV.

YACHT SQUADRON. — WHAT YACHTS MAY BE ENROLLED.

1. Any yacht not less than eighteen feet in length, owned with her sails, spars, and appointments, in whole or in part by a member of the Club, and approved by a Measurer of the Club, may be enrolled in the Yacht Squadron, upon the owner or owners thereof filing with the Secretary a description of the vessel, containing her name, ownership, size, rig, signal, and the name and address of her builder, if known.

2. From the date of enrollment, such yacht shall be entitled to the privileges and be subject to the regulations of the Club.

PART OWNER RESPONSIBLE.

3. A member of the Club owning a part of any enrolled yacht, and carrying the Club flag, shall be responsible that the other owners shall respect and obey the regulations of the Club, so long as the signal shall be carried by her.

4. No yacht shall be enrolled in the Club that is for let or hire, or is used for business purposes.

CLUB SIGNAL.

5. The Club signal shall be a broad swallow-tailed pennant of blue ground, with red cross extending from end to end, with a white star in the triangle nearest the halliards; the bars of the cross meeting at the crotch of the pennant. Its length shall not exceed one inch to every foot of length of the deck.

The width at the halliards shall be three-fifths of the length, and the distance between the tails one-half the extreme width.

The bars shall be in width one-eighth of the extreme width of the flag.

COMMODORE'S FLAG.

6. The Commodore's flag shall be a broad pennant of blue

ground, with white foul anchor, of the same length and of the same width at the halliards as his Club signal, and the distance between the tails shall be equal to three-fourths the width at the halliards.

VICE-COMMODORE'S FLAG.

7. The Vice-Commodore's flag shall be of the same shape and pattern, with red ground and white foul anchor.

REAR-COMMODORE'S FLAG.

8. The Rear-Commodore's flag shall be of the same shape and pattern, with white ground and red foul anchor.

NAME OF YACHT AND CLUB SIGNAL.

9. Each enrolled yacht shall have her name legible on the outside of her stern, and shall carry the Club signal while under way ; but, if lent to a person not a member of the Club, she shall not carry its flag or signal, nor be entitled to any of the privileges of the Club.

YACHT FLAG, ETC.

10. Each yacht shall carry the American Yacht Flag and a private signal : a description of the latter is to be filed with the Secretary.

NUMBER IN ENROLLMENT.

11. Each yacht shall have a number in the enrollment, and shall be known thereby.

YACHT WHEN SOLD.

12. Any member buying or selling a yacht, or any part of one, shall notify the Secretary within thirty days ; and any yacht so bought shall be duly enrolled and numbered ; or, if sold, her name shall be erased from the squadron, unless one of her purchasers be a member of the Club.

SIGNAL CODE.

13. The code of signals adopted by the Club shall be

“Rogers’ Commercial Code of Signals for the use of all Nations.”

CHAPTER V.

MISCELLANEOUS. — SQUADRON EXCURSION.

1. At least once in each season there may be a review, a regatta, and an excursion of the squadron, at times and places to be designated by the Commodore, at which all the yachts shall be present, unless excused by him.

MISDEMEANORS.

2. Any member found guilty of breaking the rules and regulations of this Club, of disobeying the Commodore when sailing in squadron, or of conduct unbecoming a gentleman, may, after a fair trial, of which he shall have at least ten days’ notice, and at which he may be heard in his own defence, be admonished, suspended, fined, expelled, or deprived of any of the privileges of the Club for a given time, by a vote of two-thirds of the voters present at a regular or special meeting.

DUTY OF SECRETARY.

3. The Secretary is required to have printed a book, and to send a copy thereof to each and every member of the Club; the said book to contain a *fac-simile* of the Club flags and the private signal of each yacht-owner; a copy of the Constitution, Roll, and By-laws; a list of the yachts, with the names of the owners; a list of officers and members; and the Regatta and Sailing Regulations.

He shall also keep a record of all yachts at any time belonging to the Club, and of their dimensions as much in detail as may be, including length over all, on the water-line, breadth, draft of water, whether keel or centre-board, draft with centre-board, draft without, and tonnage, old measurement.

CHAPTER II.

1867.

THE first regular monthly meeting of the Club was held at their rooms, January 30, 1867. A House Committee, consisting of Messrs. Denton, Dyer, T. Dean, Cary, and Cheney, was appointed to serve one year, with full powers in matters relating to the management of the home affairs of the Club. The members loaned a number of articles of decoration, etc., while excellent taste was displayed by the Committee detailed to furnish the rooms. It was voted at this meeting that no liquor should be kept in the rooms; subsequently, however, I find the item of "checks" quite a source of revenue. The Rules framed February 13 by the Committee on Rooms, or, as they were afterwards called, a House Committee, were as follows:—

1. The room shall be open on such days and such hours as the Commodore shall direct.
2. No games of any kind for money shall be allowed.
3. After the business meeting is called to order, no smoking, and all games shall cease, until said meeting is dissolved.

The efforts of the Club to obtain an act of incorporation were defeated by a very close vote in the Legislature. This defeat was attributed to the feeling held by many members of the General Court against all incorporated bodies. The following year, however, their efforts met with success. On March 13 it was voted, "That all persons admitted to membership prior to the first day of January last, who have not taken any part whatever in the proceedings of the Club, be permitted to withdraw their names from the rolls of the Club." A new set of By-laws, also new room regulations, were adopted April 24, but they did not greatly differ from those already published. A yacht squadron was also organized. Mr. Dexter resigned

from the Committee on Membership and was succeeded by George D. Oxnard. The first Regatta Committee was appointed May 8. This consisted of the Commodore, Vice-Commodore, A. Russ, H. B. Jackson, and D. Briscoe. These gentlemen appointed June 7 as the day the first regatta should be sailed. The "Rogers' Commercial Code of Signals" was adopted at this meeting.

The Sailing Regulations of the Club were as follows:—

RULE I.

MEASUREMENT.

The measurement adopted by this Club shall be the length on the water-line added to one-third the difference between that and the length over all abaft the stem.

RULE II.

CLASSES.

Yachts shall be divided into three classes, according to their measurement, and yachts of the first two classes shall be subdivided according to their rig; provided, that the Regatta Committee may alter this classification at their discretion for special occasions.

RULE III.

FIRST CLASS.

The first class shall comprise all yachts measuring thirty-eight feet and upwards.

SECOND CLASS.

The second class shall comprise all yachts measuring twenty-six feet, and less than thirty-eight feet.

THIRD CLASS.

The third class shall comprise all yachts measuring eighteen feet, and under twenty-six feet.

Any yacht may enter races with yachts of a higher class than that to which she belongs, by assuming the minimum measurement of the class she enters.

RULE IV.

ALLOWANCE.

Time shall be allowed for difference of measurement according to the table in the appendix of the Club-book, the length of the boats being taken as

1 - 3 (length on deck abaft the stem + twice the length on the water-line).

RULE V.

DUES PAID BEFORE ENTRY.

No yacht shall be entered for a regatta unless the dues of its owner are fully paid, and a Measurer's certificate of her measurement is filed with the Secretary.

RULE VI.

RACES RESAILED.

Should any yacht duly entered for a race not start, or, having started, should she give up, or be disabled during the race, such yacht shall, in event of the race being resailed, be entitled to start; but no new entry shall be received under any circumstances.

RULE VII.

OWNERSHIP.

No member shall be interested in more than one yacht competing for the same prize.

RULE VIII.

FIRST AND SECOND CLASSES — WHAT FORBIDDEN.

No changes in spars, ballast, or furniture in the first and

second classes on the day of the race, nor trimming by dead weight in any class during a regatta shall be allowed.

RULE IX.

BALLAST AND CREW.

Each yacht shall carry throughout the race the same ballast and crew with which she started.

RULE X.

ALLOWANCE OF MEN.

A yacht may carry one man for every five feet of her length or fractional part thereof.

RULE XI.

SAILS.

There shall be no restrictions as to sails.

RULE XII.

FIRST CLASS BOATS.

Yachts of the first class shall carry a boat not less than ten feet in length.

RULE XIII.

GENERAL RULES.

Nothing but the hand-lead and line shall be used in sounding.

No means shall be used to propel a yacht except sails.

Yachts may anchor during a regatta, but must weigh the anchor again, and not slip.

RULE XIV.

POSTPONING RACE.

The Regatta Committee shall have power to postpone

any race, should very foul weather render such a course desirable.

RULE XV.

REGATTA COMMITTEE.

A yacht infringing any regulation of the Regatta Committee, shall not be entitled to a prize.

RULE XVI.

Yachts going free shall give way to those by the wind.

RULE XVII.

Yachts on the port tack shall give way to those on the starboard tack.

RULE XVIII.

MEETING END ON.

If two yachts are meeting end on, or nearly end on, so as to involve risk of collision, the helms of both shall be put to port, so that each may pass on the port side of the other.

RULE XIX.

PASSING OBSTRUCTIONS.

When passing a pier, rock, vessel, or other obstruction to sea-room, should yachts not be clear of each other, the outside yacht must give room to the yacht in danger of fouling such obstruction, whether she be the weather or the leeward yacht; provided always that an overlap has been established before the obstruction is actually reached.

RULE XX.

If two yachts are standing toward a shore or shoal, or toward a buoy, boat, or vessel (a mark vessel excepted), and is not able to tack without coming into collision with the yacht to windward, the latter shall at once tack, on being hailed to

do so by the owner of the leeward yacht, or the person acting as his representative, who shall be bound to see that his own vessel tacks at the same time.

RULE XXI.

COURSES.

When two yachts are approaching a windward shore, buoy or stake-boat, and are so close that the weathermost one cannot bear away clear of the yacht to leeward, and by standing on would be in danger of running ashore or touching the buoy or stake-boat, such leewardmost yacht, on being requested to bear away, shall instantly comply. The yacht to windward shall bear away the moment she can do so without a collision.

RULE XXII.

ROUNDING BUOYS.

When rounding a mark, stake-boat or buoy, the yacht nearest thereto shall be considered the headmost boat. No yacht shall touch a stake-boat or buoy used to mark out the course, under pain of forfeiting all claim to the prize, unless compelled to do so to avoid collision.

RULE XXIII.

LUFFING AND BEARING AWAY.

A yacht may luff as she pleases to prevent another yacht's passing to windward, but must not bear away out of her course to hinder the other's passing to leeward, the lee side to be considered that on which the leading yacht of the two carries her main-boom. The overtaking vessel, if to leeward, must not luff until she has drawn clear ahead of the yacht she has overtaken.

RULE XXIV.

Of two yachts close-hauled, on the same tack, the windward yacht has the right of way.

RULE XXV.

A yacht infringing the right of way shall not be entitled to a prize.

RULE XXVI.

MAN OVERBOARD.

In case of a man's falling overboard from a competing yacht, if it should appear that any yacht by reason of rendering assistance was prevented winning the race, the Committee shall have power to order it resailed between any yacht or yachts so prevented and the actual winner.

RULE XXVII.

All yachts not in the race must, without regard to other regulations, keep to leeward and out of the way of the yachts racing.

RULE XXVIII.

There shall be a member of the Club on board each yacht contesting in a regatta.

RULE XXIX.

If any yacht shall make the race in the time prescribed for her class, it shall be deemed a race for that class.

RULE XXX.

Any violation of rules must be immediately reported to the Regatta Committee, and the protest shall be filed in writing with the Secretary of the Committee by noon of the second day succeeding the regatta.

RULE XXXI.

These sailing regulations may be amended at any regular or special meeting by a quorum of yacht-owners only; provided, that notice of the proposed amendment has been given in the notice of the meeting.

COURSES.

The following courses for regattas have been adopted by the Club, with the proviso that the Regatta Committee may, if they see fit, appoint other courses.

FIRST CLASS COURSE.

From a point off the Club House out Broad Sound, leaving Ram Head buoy on the starboard, Fawn Bar on the port, rounding the Whistling buoy off the north-east ledge of the Graves, leaving it on the starboard; thence to the Bell-boat on the Hardings, leaving it on the starboard, up Light House Channel, through the Narrows, leaving George's, and Gallop's Island, Nix's Mate buoy, and Spectacle Island on the port, to the point of starting.

SECOND CLASS COURSE.

From point off the Club House down the West Way, leaving Thompson's Island and Rainsford Island on the starboard, Long Island, and George's Island, and buoy No. 7 on the port, and back through the Narrows, leaving George's, and Gallop's Island, Nix's Mate buoy, and buoy No. 7, off Fort Independence, on the port; thence to Cow Pasture, or Dorchester buoy No. 6, leaving it on the port, thence back to the point of starting.

THIRD CLASS COURSE.

From the starting point as above, to the Cow Pasture buoy No. 6, leaving it on the port, thence to buoy No. 7, off Fort Independence, leaving it on the starboard; thence to the Sculpin Ledge buoy, leaving it on the port, thence to buoy No. 6 on the Lower Middle, leaving it on the port, thence to the point of starting.

The Uniform and Dress adopted by the Club was as follows :—

FULL DRESS.

Frock Coat of Navy blue cloth, faced with the same, and lined with black silk serge ; double-breasted, with two rows of large-sized Yacht Club buttons on the breast, nine in each row, placed four inches and a half apart from eye to eye at top, and two inches and a half at bottom ; rolling collar ; skirts with one large button behind on each hip, and one near the bottom of each fold ; cuffs to be closed, and from three to three and a half inches deep.

Pantaloons of Navy blue cloth or white drill.

Vest of white drill, single-breasted, with standing collar or rolling collar, to button nearly to the throat, with nine small buttons.

Neckerchief of black silk.

Cap of Navy blue cloth, not less than two and a half nor more than three inches high, and top not more than half an inch greater diameter than at base.

Shoulder Straps to be of Navy blue cloth, four inches and seven-eighths long, and one inch and a half wide including the border, which is to be a quarter of an inch wide, embroidered in gold.

For Commodore, the devices on the strap shall be a silver fowl anchor, seven-eighths of an inch in length, at each end, with the stock inclined outward, and three silver five-pointed stars of half an inch diameter in line in centre.

For Vice-Commodore, same device as for Commodore, substituting two stars in lieu of three.

For Rear-Commodore, same device as for Commodore, substituting one star in lieu of three.

For Captain, same device as for Commodore, substituting the Club monogram in silver in lieu of stars.

For Secretary, same as for Commodore, substituting the letter S, in old English, in silver, in lieu of stars.

For Treasurer, same as for Secretary, substituting the letter T, in old English, in lieu of S.

For Measurers, same as for Secretary, substituting the letter M.

Cap ornaments to be as follows :—

For Commodore, the Club monogram one inch and one-quarter in diameter, embroidered in gold and silver, with a silver star of half an inch in diameter at each side of, and one above, the monogram, with a space of three-sixteenths of an inch between the monogram and the stars.

For Vice-Commodore, same as for Commodore, omitting the star above the monogram.

For Rear-Commodore, same as for Commodore, omitting the star at each side of the monogram.

For Captain, same of for Commodore, omitting the stars.

For Secretary, same as for Captain, with the letter S, in old English, in silver, above the monogram.

For Treasurer, same as for Secretary, substituting the letter T, in old English, in lieu of S.

For Measurer, same as for Secretary, substituting the letter M, in old English, in lieu of S.

For Members, same as for Captain.

Sleeve Ornaments to be as follows :—

For Commodore, five stripes of gold lace one-eighth of an inch wide, and placed one-eighth of an inch apart, the first stripe being below, but joining the cuff-seam, and the others distributed upwardly.

For Vice-Commodore, four stripes arranged in like manner.

For Rear-Commodore, three stripes arranged in like manner.

For Captain, Secretary, Treasurer, and Measurers, two stripes arranged in like manner.

For Members, one stripe arranged in like manner.

UNDRESS.

For Officers and Yacht-owners, double-breasted sack-coats of Navy blue cloth, or fine blue flannel; cuffs closed; same straps as for full dress coat; two rows of large size Yacht Club buttons, four in each row.

For members, the same, substituting single-breasted for double-breasted, with a row of four large Club buttons in front.

Pantaloons of fine blue flannel may be worn.

Vests of Navy blue cloth, or fine blue flannel, of the same pattern as for full dress, may be substituted for white drill.

Straw hats may be worn in undress in place of the cap, of the following pattern: body to be not more than four and a half nor less than four inches in height, and the rim not more than three and a half nor less than three inches in width, with a plain band of black ribbon.

Neckerchief of black silk.

SERVICE DRESS.

Round jackets of Navy blue cloth or fine blue flannel, faced with the same; double-breasted, with two rows of large-sized buttons on the breast, nine in each row; rolling collar; cuff closed. Same straps and lace as on full dress coat.

BUTTONS.

To be of two sizes—large and small—in accordance with the pattern adopted by the Club.

UNIFORM FOR SAILING MASTERS.

Round Jackets, or Sack Coats, of Navy blue cloth or blue flannel. Same number of buttons as for members; to be of the small size on the jackets and of the large size on the sack coats, with a foul anchor embroidered in white, two and a half inches in length, upon the right sleeve, in front, above the elbow, with the Club monogram above it.

Pantaloon of Navy blue cloth, blue flannel, or white drill, same as for members.

Vests of Navy blue cloth, blue flannel, or white drill, same as for members.

Neckerchief of black silk.

Caps of Navy blue cloth, same pattern as for members, without ornament.

Straw Hats, same as for members, may be worn in warm weather for service dress.

Mates will wear the same as the above, without the monogram.

DRESS OF THE CREW.

Round Jackets of blue flannel; blue shirt, with wide collar with star in each corner.

Pantaloon of blue flannel; glazed belt, with name of yacht thereon.

Neckerchief of black silk.

Cap of blue cloth, without visor; or small hat, with name of yacht on the ribbon. The hat shall be of sennit.

The belt and ribbon shall be black; the letters gold.

Like all organizations of this kind, a number of men who at first were enthusiastic, became, after a brief period, indifferent, leaving their assessments and other obligations due the Club without a word of explanation. This class began to multiply in the ranks of the organization under review, so that at the meeting held May 29 a number were dishonorably discharged; while others, such as the proprietor of the steamboat *Rose Standish*, who freely tendered that boat for two special trips during the Review, R. M. Yale for a present of a yacht flag, D. B. Joy Jeffrey for several engravings of English yachts, and the firm of Messrs. Underwood, Denton & Briscoe for presents of charts, magazines, etc., received the thanks of the Club.

CHAPTER III.

1867 — CONTINUED.

THE first Review of the Club squadron took place June 8. The weather was anything but desirable, being cloudy, with a strong wind blowing from the north-east. Commodore Follett was assisted by A. Claxton Cary as flag officer. The yachts Nettie, Mercury, Clitheroe, Ellie, Juniata, Sadie, Violet, Columbia, Minnie, and Marie were in position and received the chief officer of the Club in a handsome manner, while he, in his report, expressed himself as being greatly pleased at their fine appearance. After the general inspection, the fleet set sail for Hull, where they were met by the non-yacht-owning members, who, with their families, were transported thither on the steamer Rose Standish. It is a question as to who had the most enjoyable time, those on the yachts or on the steamer? While the former trip may have been more exciting, yet the pleasing selections rendered by the famous Gilmore's Band, on board the latter, together with the large and merry assembly, made it, I think, preferable at least for the ladies. At Hull the passengers were transferred on board the assembled yachts and enjoyed an hour's sail, returning to the city about seven o'clock, fully convinced that there are few pleasures equal to those derived from a review of the squadron of an enterprising yacht club.

June 17, the day appointed for the first Regatta of the Club, was not the most perfect for the full enjoyment of the affair, the weather being densely foggy, while a moderate wind was blowing from the east-north-east. The fog delayed the start somewhat, but at nine minutes and fifteen seconds past 2 o'clock the yachts entered in the first class started. They were the Juniata, Nettie, Minnie, Sadie, Marie, J. Q. Adams, Columbia, Glimpse, and Ellie. The second class yachts imme-

diately took position, but were not started until 2.50 o'clock. The entries in this class were the Violet, Mist, Carrie, Electra, Clitheroe, Kelpie, Scud, Clytie, Triple, Ranger, and Mercury. The third class boats were started at three minutes and three seconds past 3 o'clock. The starters were Parqueta, Fannie, and Ella. The courses over which the first and second classes sailed were from the starting point, between Rainsford and Gallop's Islands to Davis Ledge Buoy off Minot's, and return, a distance of nine and one-quarter miles. The third class proceeded around Gallop's Island, Long Island, and Spectacle Islands, (leaving them all on the port side,) and return. The return was as follows :—

FIRST CLASS.

NAME.	HOURS.	MINUTES.	SECONDS.
Nettie,	5	10	51
Juniata,	5	13	29
Sadie,	5	21	16
Minnie,	5	24	3
Ellie,	5	58	10
Columbia,	5	48	39
J. Q. Adams,	5	59	25
Marie,	6	8	42

SECOND CLASS.

Clytie,	5	51	43
Violet,	6	1	5
Kelpie,	6	2	51
Clitheroe,	6	20	32
Mist,	6	24	11

[No others of this Class taken.]

THIRD CLASS.

Fannie,	4	38	30
Parqueta,	5	18	30
Ella,	5	22	31

The order of procedure as returned by the Judges, based

on the allowance due on account of difference of measurement, was as follows:—

FIRST CLASS.

NAME.	HOURS.	MINUTES.	SECONDS.
Sadie,	2	52	25
Minnie,	2	56	11
Nettie,	2	54	22
Juniata,	3	4	14
Columbia,	3	7	4
Ellie,	3	16	35
J. Q. Adams,	3	17	50
Marie,	3	34	33

SECOND CLASS.

Clytie,	3	10	14
Kelpie,	3	14	42
Violet,	3	18	
Clitheroe,	3	22	14
Mist,	3	36	2

THIRD CLASS.

Fannie	1	32	40
Parqueta,	2	15	30
Ella,	2	15	38

Prizes were awarded as follows:—

FIRST CLASS.

First prize, Sadie; second prize, Minnie.

SECOND CLASS.

First prize, Clytie; second prize, Violet. The Judges denied the Kelpie the second prize, deciding that she had failed to comply with Rule 20 of the Sailing Regulations.

THIRD CLASS.

First prize, Fannie; second prize, Parqueta.

The Judges on this occasion were Messrs. Charles L. Woodbury, William H. Hinckley, William Pratt, Jr., D. J.

Lawlor and George D. Oxnard, they being stationed on board the school-ship George M. Barnard, while the steamer Charles Houghton was chartered to convey the members and their families of those not possessing yachts.

Thus ended the first regatta of yachts under one organization which sailed out of Boston, and although the crafts engaged therein may appear, and are, vastly inferior to the racers of to-day, yet they formed the nucleus for the splendid naval architectural achievements that render our city and yachts famous throughout the world. The sight of those crafts lightly skimming over the water was one of beauty, while the novelty of the sport rendered it exciting to all who witnessed it. The officers, and those engaged in its arrangement, are deserving of credit for the careful attention to details of the race, while those who took an active part therein displayed excellent judgment and skill in the handling of their boats.

By request of the Hon. Thomas Russell, Collector of the port of Boston, and by the City Reception Committee, the squadron, by order of the Commodore, paraded on June 25, in honor of President Andrew Johnson, who was visiting this city. The weather was cloudy and thick, with the wind blowing from the north-east. The President and suite proceeded as far as President's Road, and returned on board the school-ship, which was escorted by two tow-boats. The squadron consisted of J. Q. Adams, Juniata, Marie, Minnie, Nettie, Ranger, Sadie, Trifle, Columbia, Irene, Mist, Parqueta, and Violet, all of which worked beautifully, having a fair wind. The steamboat Charles Houghton was chartered for the use of members.

The appreciation of this effort of the Club by the President will be learned from the following letter, which now suspends, handsomely framed, from the walls of their Club House.

EXECUTIVE MANSION,
WASHINGTON, D. C., July 1, 1867.

DEAR SIR:—

I beg, through you, thus formally to acknowledge the courtesy of the Boston Yacht Club, as evinced in the appearance of their fine fleet on the occasion of my visit to the school-ship in the harbor of Boston, on the 25th *ultimo*. The pleasure of visiting your yacht, and expressing in person my thanks for a manifestation of respect so pleasant and gratifying, was, to my regret, prevented by unavoidable engagements. Wishing your organization success in its efforts to develop and encourage the many diversions of yachting, I am, sir,

Very respectfully yours,

[Signed] ANDREW JOHNSON.

Care DEXTER H. FOLLETT,

Commodore of the Boston Yacht Club.

September 25 A. Russ resigned his position with the House Committee, and was succeeded by William Beacon. Twenty-three members resigned January 29, 1868; but a number of new names were added to the Club list. Article 3, Chapter I, of the By-laws was amended at this session. The feature of admitting honorary members was proposed by A. Russ, and met with approval. The first member appointed as such was Hon. Thomas Russell, Collector of the port of Boston. Rule XII, of the Sailing Regulations, was amended by Mr. Denton February 26. The question of changing the location of their Club-rooms was brought up March 25, and a Committee, comprising Messrs. B. Dean, Cary, Briscoe, Denton, and Manning, was appointed. They reported, at a special session April 15, that the premises at 20 Pemberton Square were most desirable, and, after some delay, they were taken, the expense being about half the sum paid for their former quarters. A brief code of signals, described in the latter part of the book of Rogers' Signals, was adopted May 28. By invitation of the City of Boston, Commodore Follett and A. C. Cary acted as Judges in the July 4th Regatta, given by the City.

As the treasury of the Club was getting very low, the curtailment of expenses in the coming regatta became necessary. The sum appropriated for this purpose was the smallest in the history of the association. The Regatta Committee, consisting of the Vice-Commodore and Messrs. Denton, Jackson, and A. Russ, fixed the day of the races as the 27th of June, when the Review would be included in the festivities. One hundred dollars was voted as the limit of expense. To insure which fund, without a call on the Club treasury, it was decided that only one ticket should be given each member. Should they desire additional tickets, the cost was fixed at five dollars each. By this means quite an extra amount of money was realized, so that one hundred and thirty dollars were expended in prizes alone. Saturday, June 27, the second Review and Regatta took place. The members of the South Boston Yacht Club were invited to participate in the pleasure of the day. The weather was clear and the wind fair. At 2.38 o'clock the first and second classes, consisting of sloops and schooners respectively, started, the time being as follows:—

NAME.	HOURS.	MINUTES.	SECONDS.
Juniata,	5	45	20
Nettie,	6	15	20
Pilgrim,	6	8	45
Clytie,	5	55	
Violet,	6	7	17

The Juniata allowed the Nettie 2 minutes and 8 seconds.

The Nettie allowed the Pilgrim 23 minutes and 44 seconds.

The Clytie allowed the Violet 1 minute and 34 seconds.

The third class started at 2.52 o'clock. The Fannie returned in 4 hours and 42 minutes, the Bristol in 5 hours. The Fannie allowed the Bristol 4 minutes and 46 seconds.

The prizes were awarded as follows:—

FIRST CLASS.

Juniata, first prize ; Nettie, second prize.

SECOND CLASS.

Clytie, first prize ; Violet, second prize.

THIRD CLASS.

Fannie, first prize.

The first meeting in the new Club-rooms was held December 30, and on January 27, 1869, the officers for the year were balloted for, resulting in the election of the following: Commodore, Thomas Manning; Vice-Commodore, Eben Denton; Treasurer, Augustus Russ; Secretary, Thomas Dean; Measurer, D. J. Lawlor; Trustees, Messrs. B. Dean, Arthur Cheney, and A. D. Nickerson; Regatta Committee, Messrs. D. H. Follett, D. S. Stone, H. B. Jackson, and Augustus Lothrop; House Committee, Messrs. A. C. Cary, J. W. Pierce, and C. E. Russ. Commodore Follett was tendered his old office, but declined. The question of sailing and classing sloops and schooners separately was decided by the Regatta Committee March 31, at which date Mr. Follett resigned from the Committee. This began the difficulty which nearly terminated the existence of the Club. The following meeting, held April 28, ex-Commodore Follett was proposed by A. Russ as an honorary member, but the motion was not sustained. This caused a discussion, which waxed "exceeding wroth," at the height of which the meeting adjourned; but when they again convened, May 26, some of the most familiar faces were conspicuous by their absence. The following letter was read:—

BOSTON, May 26, 1869.

For the reason that difficulties have arisen in the Boston Yacht Club which can only be removed, if at all, by the sacrifice by certain members of their admitted rights, and because of the existence of a disposition which has already seriously harassed the organization, and insures its speedy destruction as

a Yacht Club, the undersigned, from a sense of duty to themselves and the members at large, do hereby resign as officers of the Club, and dissolve their connection with the Club as members from this date.

[Signed]

{ THOMAS MANNING.
 { EBEN DENTON.
 { THOMAS DEAN.

A number of the members also severed their connection, and despite the efforts of a committee, appointed to confer with them, they would not at the time withdraw their resignation, but were persuaded upon to do so soon after, and the trouble brought to an end. C. W. Galloupe was nominated Commodore October 27, but declined the office. A. Truman was elected Vice-Commodore and Thomas Dean, Secretary, but the latter did not perform the duties of that office until some time later. Captain Gibbs presided at the meetings during the trouble, and L. S. Jordan, Nathaniel Brewer, Jr., and others, acted as Secretary.

With the beginning of the new year, 1870, the rooms of the Club were vacated, and by the kindness of Mr. A. Russ, the members met at his office, 15 Pemberton Square.

The efforts of the Committee to procure an act of incorporation at last met with success, their charter dating from April 9, and is as follows:—

AN ACT TO INCORPORATE THE BOSTON YACHT CLUB.

Be it enacted by the Senate and House of Representatives, in General Court assembled, and by the authority of the same, as follows:—

SECTION I. Daniel Farrar, Benjamin F. Gibbs, Dexter S. Stone, their associates, the members of the voluntary association in the city of Boston known as the Boston Yacht Club, and successors, are hereby incorporated and made a body politic by the name of the Boston Yacht Club, having its office in the city of Boston, for the purpose of encouraging yacht building and naval architecture and the cultivation of nautical science.

SECT. 2. Said corporation shall have the power to have a common seal, to make and ordain, from time to time, by-laws, rules and regulations, for the government of the corporation, and the management of its affairs; *provided*, the same be not repugnant to the laws of the Commonwealth; and with all the privileges, and subject to all the duties, liabilities, and restrictions set forth in the general laws which now are, or may hereafter be in force, so far as the same are applicable.

SECT. 3. Said corporation may hold real estate not exceeding the value of twenty-five thousand dollars, and personal estate not exceeding the value of twenty-five thousand dollars, exclusive of their library and museum of models and inventions in nautical science.

SECT. 4. This act shall take effect upon its passage.

Approved April 9th, 1868.

On January 26 all the property of the Club was transferred to the Association. This was the first meeting of the corporation of the Boston Yacht Club, and was held in the office of Mr. Russ. Daniel Farrar, presided, and Nathaniel Brewer, Jr., acted as clerk. The election of officers February 23 resulted as follows:—Commodore, Thomas Manning; Vice-Commodore, Eben Denton; Treasurer, Augustus Russ; Secretary and Clerk, Thomas Dean; Measurer, D. J. Lawlor. A revision of the Constitution was made, but the By-laws were not altered until March 9, at which time a Committee on Club Signals was appointed, who reported, March 23, an entire new code.

April 16 the initiation fee was reduced to ten dollars. The election of officers April 27 resulted in the re-appointment of the old board; also Messrs. Nickerson, Cheney, and B. Dean, Trustees; while Messrs. Follett, Denton, Lothrop and Stone made up the Regatta Committee. The provision on House Committee was stricken from the Constitution. Secretary Dean was, on May 25, given power to issue a Club-book,

in which a list of members, Constitution, By-laws, Sailing Regulations, etc., were printed. Similar books were printed nearly every year. A Regatta was to have taken place July 2, but was postponed until September 24, on account of the small number of yachts ready to sail. The Review, however, was held on the original date, in which the yachts Juniata, Nettie, Curlew, Euchre, Psyche, Kelpie, May Meek, Clytie, Alice, Fannie, Charlotte, and Sea-bird participated. After the Review, the squadron sailed to Hingham and back twice. J. W. Pierce assisted the Commodore as Flag Officer. Some idea was entertained of making the Regatta a union race, in which the Dorchester and Bunker Hill Yacht Clubs would take part; but it was decided, August 31, that under the circumstance it would be impractical.

There was a large entry of yachts in the Regatta, but in addition to a cloudy sky as a drawback, not a zephyr of sufficient force to cause a ripple upon the bosom of the bay was felt until nearly eleven o'clock. The interest of the race was centered in the result between the Juniata and Nettie of the first class, and the Clytie and Violet of the second class. The Nettie disliked the wind when the start was given, and withdrew, leaving the Juniata without a competitor. She, however, accompanied the second class craft. The second and third class yachts were started together, but went over different courses. The start was effected by a long whistle from the tug E. M. Cates, upon which were stationed Messrs. A. C. Cary, D. J. Lawlor, and C. E. Russ. The course for the second class yachts was: starting from the Judges' boat, off the east side of Long Island; thence out through Nantasket Roads, leaving George's Island on the port hand, passing out through the main channel, taking the whole range of the channel, leaving buoy No. 6 on False Spit on the port hand, and the buoys on Toddy Rocks and off Point Allerton each on the starboard hand, and the Bell buoy on the Hardings on the port hand; thence around the Bell buoy on the Graves, leaving it on the port hand; thence back around the Harding's Bell

buoy, leaving it on the starboard hand; thence back to the Judges' boat, leaving the buoys on Point Allerton and Toddy Rocks on the port hand, and the buoys on False Spit and off Fort Warren each on the starboard hand, a distance of twenty-one miles.

Four hours had been consumed while the yachts were yet a mile from the goal, and the Club regulations provided that, "unless the course be sailed over in four hours, or less, there shall be no race"; the rule was applied, and "no race" was the decision. The third class yachts made a better start, and the Alice sailed to the lead without delay, followed by the Clitheroe and Mystery in the order named. These positions were not changed throughout, but the Clitheroe greatly diminished a long gap when about half the course had been sailed over, and at the finish made the race interesting. The course was: leaving Rainsford Island on the port hand; thence leaving Spectacle Island on the starboard hand; thence around Fort buoy No. 7; thence by the buoy on Nix's Mate; thence around Gallop's Island, leaving each on the starboard side, to the point of starting, a distance of nine miles. The yachts passed the Judges' boat on the return in the following order:—

Alice, Captain Smith, 2 hours, 14 minutes, 40 seconds.

Clitheroe, Captain Dean, 2 hours, 14 minutes, 57 seconds.

Mystery, Captain Halsall, 2 hours, 27 minutes, 29 seconds.

The two first mentioned received the prizes, which consisted of diplomas.

CHAPTER IV.

1871-1874.

THE annual election of officers took place May 4, 1871, but the two chief officers resigned. C. V. Whitten was nominated May 11, but he too resigned. His successor, Thomas Manning, held the position until October 5, when Benjamin Dean was elected, with W. H. L. Smith Vice-Commodore. The Trustees were B. Dean, A. Cheney, and B. F. Gibbs. Regatta Committee: T. Dean, E. Denton, C. E. Russ, and William Pratt, Jr. Article 18 was amended December 20. The annual supper of the Club was held at the Parker House January 5, 1872, on which occasion Mayor Gaston and members of the Common Council were guests. It is needless to say that the "spread" was enjoyed by all present. Ex-Mayor Nathaniel B. Shurtleff and Mayor William Gaston were elected honorary members during March. The officers elected for 1872, at the regular annual meeting, were: Commodore, B. Dean; Vice-Commodore, W. H. L. Smith; Rear-Commodore, George Dunfee. All the other officers were re-elected except the Regatta Committee. This consisted of Messrs. A. C. Cary, G. Jackson, W. S. Whitney, and C. E. Russ. The flag of the Rear-Commodore was acknowledged to be the same shape and dimension as that of the Vice-Commodore, having a white ground and blue fowl anchor in center.

The first Regatta, if it may be called such, of the year was sailed Saturday, June 29. The day was exceedingly hot, and hardly a breath of air ruffled the waters of the bay. The little steamer *Carrie* was chartered by the Club to convey the members and their friends to Rainsford Island, where the squadron was to rendezvous, and the Regatta take place. The *Carrie* left India Wharf at 10 o'clock, with as jolly a company as ever went below, and the Metropolitan

Band enlivened the trip with fine music. The Juniata was used by the Judges of the race. They were Messrs. Charles L. Woodbury, Eben Denton, Augustus Russ, D. J. Lawlor, and Jarvis Braman.

The original purpose of the Regatta Committee of having three courses sailed over by the several classes of the fleet was on account of the calm, abandoned; but there being wind enough for the third class yachts, they were started at 1.55 o'clock. The course sailed was: starting from the Judges' boat, moored near Rainsford Island Head; thence between Gallop's and George's Islands, and Lovel's Island and Bug Light, leaving the latter on the port, rounding the Black buoy on the east of George's Island, leaving it on the starboard; thence around Sunken Ledge Beacon, leaving Quarantine Rocks and Rainsford on the starboard, to the point of starting, a distance of about seven miles. The following is the time, etc. :—

NAME.	COMMANDER.	LENGTH WATER LINE.	TIME.
Queen Mab,	Daniel Briscoe,	20 ft.	1 h. 22 m. 2 s.
Fannie,	Thomas Dean,	21 ft. 1 in.	1 h. 23 m. 12 s.
Secret,	J. Binney,	22 ft.	1 h. 24 m. 20 s.
Rebie,	E. G. Granger,	23 ft.	1 h. 27 m. 20 s.
No Name,	A. C. Cary,	20 ft.	1 h. 33 m. 28 s.
Petrel,	W. F. Halsall,	22 ft.	[not taken]

During the sail the Queen Mab fouled the Minnie, in consequence of which she was ruled out of the race.

The next, and more successful attempt to have a first class Regatta, was sailed Saturday, August 31. The day was all that could be desired, and a good breeze from the west, which is a yachtman's joy, favored the Club. The steam tug Emily was chartered for the use of the Judges, members and invited guests, starting from T wharf in the morning for Calf Island, where the Club made their rendezvous. Upon arrival at the island the Judges found that the course originally laid down gave too nearly a free wind course, and in order to

secure more beating to windward, and make it more satisfactory, they changed it as follows:—First class: starting from Judges' boat at Calf Island; thence through Hypocrite's Channel, leaving buoy on Martin's Ledge on starboard, to the buoy on Davis Ledge; thence, leaving that on the starboard, rounding it, up through Light-house Channel, leaving Harding's on the port, and through the Narrows around Lovell's Island, leaving the buoys (74 and Ram Head) on the starboard, rounding Ram's Head; thence to Judges' boat, a distance of twenty-four miles. Second class: starting from Judges' boat, thence through Hypocrite's Channel, leaving buoy on Martin's Ledge on the starboard, rounding Bell Buoy on Harding's, leaving it on the starboard, up Light-house Channel and through the Narrows, and around Lovell's Island, leaving the buoys on the starboard, rounding Ram Head, and thence to the Judges' boat.

There were two prizes each for the first and second class yachts, as follows: First class, first prize, \$75; second prize, \$50. Second class, first prize, \$50; second prize, \$30. The Emily was used as the Judges' boat. The same Judges acted in the race as on that of June. The following entries were made:—First class: Silvie, Captain C. V. Whitten; Tempest, Captain J. Lee, Jr.; Juniata, Ex-Commodore Manning; Fearless, Captain Phillips.; Lydia, Captain L. S. Bent; Vision, Captain R. H. Stevenson, Jr. Second class: Pacer, Vice-Commodore W. H. L. Smith; Mist, Captain J. H. Pitman; Kelpie, Captain S. J. Capen.

At 12 o'clock the signal was given and the yachts came into line, and a few minutes later they made a flying start, with a fine breeze from the west, the Silvie taking the lead. Soon after the start the company on board the steamer was invited on shore, where a fine collation, provided by the Club, was partaken of. The following is the sailing time of each yacht as they passed the Judges' boat on the return. The Lydia and Juniata not coming in, their time was not taken.

FIRST CLASS.

NAME.	HOURS.	MINUTES.	SECONDS.
Silvie,	3	35	37
Fearless,	3	46	49
Vision,	3	58	41
Tempest,	4	11	37

SECOND CLASS.

Mist,	2	30	39
Kelpie,	2	33	18
Pacer,	2	42	30

The Fearless won the first prize in the first class race ; Silvie second prize. In the second class, the Mist won the first prize, and the Kelpie the second.

A Committee, consisting of James Lee, Jr., Coolidge Barnard and Charles F. Russ, was, on October 30, given power to purchase a site at City Point suitable for a Club House. A tract of land was selected, and, on May 28, 1873, Messrs. Manning, Barnard, Smith, Tower, and Denton were chosen a Committee to consummate the purchase and make arrangements for the erection of a Club House.

The Club House is a two story and a half wooden structure, having a Swiss-cottage aspect, built on piles at the foot of Eighth Street, South Boston. The approach is from Fifth Street, over land adjoining the Pierce Brothers' estate ; thence by a wharf, some two hundred or more feet in length, and from ten to thirty feet in width. The house is about 70x40 feet, painted drab and the roof red. It was built by Mr. A. C. Martin. The first floor contains a hall running directly through the building, with doors at either end, over which are the inscriptions, "1865. Boston Yacht Club." Out of this hall, which is 69 feet long by 10 feet wide, open thirty lockers, sixteen large and fourteen small. The first are ten and a half by five feet, with a window three feet by two. The small

lockers are closets three and a half feet square. A commodious wall extends around the house, while large float stages are placed in position for convenient landing. The second story contains a hall forty by thirty feet, for the meetings and social gatherings. It is wainscoted in black walnut, spruce, and hard pine. Large doors at the southern end, and smaller ones on the eastern side, open on to the piazza, or veranda, ten feet wide, from which an excellent view of the harbor may be obtained, from Winthrop to Savin Hill. The regatta can be viewed from this place with complete satisfaction. Doors at the northern end of the hall connect with a committee room twenty by sixteen feet, and a ladies' retiring room fourteen by ten feet. The walls of this latter apartment are nicely colored and frescoed. Entrance to these rooms may be had from the entry. A kitchen, eleven by ten feet, adjoins the committee room, and a commodious attic is also found. On the wharf are built two rows of lockers, the same size as those inside. A house for the janitor, in which is a workshop, is also on the wharf. The entire structure, including the land and wharf, cost in the vicinity of ten thousand dollars, the wharf alone being built at the cost of sixteen hundred dollars.

The Club supper was partaken of at the office of Mr. A. Russ, February 22, 1873. No change in the list of officers is reported for the year, except in the Trustees and the Regatta Committee. In the former, the gentlemen elected were Messrs. S. D. Nickerson, A. Cheney, and Gustavus Jackson; the latter committee was made up by Messrs. A. C. Cary, W. F. Halsall, and C. Barnard. A handsome tribute for the excellent service performed by Secretary Dean was paid that officer during his absence, June 27, when a purse of one hundred dollars was voted to be given him.

A cloudless sky, with a light breeze from the south-west, a good attendance of yachts and yachtsmen and their friends, — these were the chief characteristics of the pleasant day spent in the harbor on the occasion of the Sixth Annual Regatta, Fri-

day, September 12, 1873. The course sailed by the contesting boats was as follows: For the first class schooners, starting from the Judges' boat, off Castle Island, out Broad Sound, leaving Ram Head buoy on the starboard, Fawn Bar on the port, rounding Bell buoy, on the north-east ledge of the Grave, leaving it on starboard; thence to Bell boat on Harding's, leaving it on the starboard, up Light-house Channel, through the Narrows, leaving Fort Warren, Gallop's, Nix's Mate buoys, and Spectacle Island on the port, to the Judges' boat. The course for second class schooners and keel sloops and first class centre-board sloops was from the Judges' boat down West buoy, leaving Thompson and Rainsford Islands on the starboard, Long and George's Islands and buoy No. 7 on the port, and back through the Narrows, leaving George's, Gallop's, Nix's Mate buoys, Fort Independence, and buoy No. 9 on the port, to the Judges' boat. The course for the second class centre-board sloops was from the Judges round Cow Pasture, buoy No. 6, formerly No. 4, Dorchester Bay, leaving it on the port; thence to buoy No. 6 on Lower Middle, leaving it on the port; thence to Slate Ledge, buoy No. 11, leaving it on the port; thence to Judges' boat, passing between City Point and Fort Independence. During the light puffs of wind a flying start had to be taken, and in this the Fearless had a slight advantage in the first class boats, and held it throughout, rounding Bell buoy first and coming up on two tacks. The Gracie and the Vision left together; but a little way down the latter became a little becalmed and the Gracie rounded the buoy immediately after the Fearless, but unfortunately got too far to the south and was obliged to tack so much that her time was not taken. About half-way over the course, and the wind shifted a little more to the south and freshened up, so that the race became interesting toward the close. The following table shows the names of the contesting boats, their measurements, the time of starting, and the corrected time of sailing:—

FIRST CLASS SCHOONERS.

NAME.	CAPTAIN.	MEAS.		START.			SAILING.		
		ft.	in.	h.	m.	s.	h.	m.	s.
Vision,	R. H. Stevenson,	59	2	2	43	50	3	2	13
Fearless,	E. B. Phillips,	57	9	2	40	45	2	50	59
Gracie,	E. E. Tower,	71	10	2	43	50	[no time]		
Tempest,	James Lee, Jr.,	57	8	2	44		2	53	56
Lydia,	L. S. Bent,	48		3	45	58	[no time]		
Curlew,	George Baird,	41		2	50	50	[no time]		

SECOND CLASS SCHOONERS.

Mercury,	E. D. Robinson,	31	11	2	34	48	1	26	10
Vanitas,	Paul West,	29	4	2	45	15	1	30	6

SLOOPS (KEELS).

Sunbeam,	W. S. Nickerson,	24	11	2	48	44	1	38	29
Mary Ellen,	W. S. Lord,	38		2	52	19	1	22	24
Iris,	Thomas Manning,	39	2	2	53	47	1	26	15
Mist,	J. H. Pitman,	30	10	2	55	50	1	25	41

SLOOPS (CENTRE-BOARD).

Lily,	G. L. Babb,	37		2	51	10	1	16	56
Kelpie,	S. J. Capen,	30	7	2	51	40	1	21	36
Nina,	R. S. Whitten,	37	3	3		15	1	47	30

SLOOPS (CENTRE-BOARD), SECOND CLASS.

Maud,	C. E. Fuller,	18	10	3	1	45	1	17	19
Alice,	W. H. L. Smith,	21		3	3	36	1	25	31
Wanderer,	C. E. Russ,	22	5	3	4	20	1	17	17
Rebie,	G. G. Granger,	23		3	5	20	1	16	24
Secret,	Joshua Binney,	21		5	3	10	1	24	7

Many members of the Club left the end of T wharf early in the afternoon in the tug Elsie, and were taken to Castle Island, where a good view was obtained, and refreshments


served. The yacht *America* was placed at the disposal of the Judges by General Butler, and Messrs. Gaston, Russell, and Shurtleff availed themselves of the opportunity to follow the boats; while Messrs. Charles L. Woodbury and E. Denton remained on board a steamer. In returning, the yachts crossed the bows of the *America*, which had been back to her position off Castle Island.

The prize, consisting of elegant diplomas engraved by Captain A. Claxton Cary of the American Bank Note Company, were awarded as follows: First class, first prize, *Fearless*, *Mary Ellen*, *Lily*, and *Rebie*. In the second class schooners the Judges declined to award a prize, and adjudged the race to be sailed over again between the two contending schooners. Second position, *Tempest*, *Iris*, *Kelpie*, and *Wanderer* in their respective classes.

The emblem of the Rear-Commodore's flag was changed October 3 to red instead of blue. On the 29th it was voted that, for the sum of one hundred dollars, which price added to the subscription already made for the erection of the Club House, a life membership could be taken out. A clause providing for a Committee on Membership, was added to Article XIV of the Constitution November 15, and at the following meeting, December 13, Article 2, Chapter III, of the By-laws was expunged as being inconsistent with Article XVII of the Constitution.

At the first meeting of the year 1874, held January 24, it was voted, that after the annual meeting of the year, all members proposed should pay an admission fee of twenty dollars. The first meeting, in their own Club House at South Boston, was held April 2 (Fast Day), at 11 o'clock A. M., sixty-six members being present. The lockers were sold at auction by Treasurer Russ. The rent for the large lockers being fixed at fifteen dollars, and for the small ones eight dollars, the sale was for the premium according to position, the bids for which went as high as seventeen dollars. Twenty-eight out of the thirty lockers were sold; numbers 23 and 24 were reserved. After the sale, which

was a most enjoyable affair, a still more pleasant occasion was indulged in, when they sat down to an excellent chowder provided by the Commodore. Owing to the unfinished state of the House, regular meetings could not be held there, so that the next gathering, April 13, was at the Treasurer's office, when an invitation from Commodore Bangs, of the Dorchester Yacht Club, was read, in which the Club invited the Boston Yacht Club to participate in their regatta, which would be held at City Point, in compliment to the latter Club. The old board of officers was re-elected. A. C. Cary was appointed as a Trustee *vice* S. D. Jackson, and in the Regatta Committee C. E. Russ and S. Lawrence French were elected *vice* A. C. Cary. The Membership Committee consisted of A. C. Martin, C. E. Russ, and Paul West. House Committee: Commodore D. B. Curtis and W. S. Nickerson. The celebrated sporting paper, *Forest and Stream*, tendered the Club copies of their paper and a file. At the bottom of the circulars announcing a special meeting for June 23, at the Club House, appeared the following notice:—

 THE CLUB HOUSE IS NOW COMPLETED, AND IS OPEN
DAY AND EVENING.

A Review of the squadron took place July 18, at 12 o'clock, in which the following yachts participated: Curlew, Tempest, Nina, Fannie, Mary Ellen, Alice, Pearl, America, Lydia, Wanderer, Kelpie, Lily, Peerless, Thistle, Agnes, Anemone, Wivern, Enigma, White Wing, Secret, Lady Clara, and Rebie. The fleet then proceeded to Hull, where they were joined by the Elsie. From Hull, fourteen of the boats went to Gloucester, where they were met by the Sunbeam; from there some sailed to the Isle of Shoals, and were entertained at the Oceanic Hotel. The Review was a success in every particular, each yacht comprising the large fleet being highly complimented by the Commodore, in his report, for their neat appearance, etc., in the ranks. The famous yacht America sat in the water like a thing of life,

as though conscious that she was the first to show the old world that the young Republic of the United States was able to build yachts that could outsail the crack boats of Europe. Captain Arthur Cheney was appointed Flag Officer, and his steam launch *Anemone* was used by the Commodore in his rounds among the yachts.

A number of articles were stolen from the Club rooms, in consequence of which a stamp was purchased September 28, and used on all books and papers.

September 12 the seventh Regatta was sailed. The signal to start was given by a gun belonging to the yacht *Wivern*, Captain Nathaniel Wales. The prize winners were:— First class: first prize, Schooner *Fearless*; second prize, Schooner *Tempest*. Second class: first prize, *Clytie*; second prize, *Nina*. Second class (keel): first to *Mary Ellen*. This yacht belonged to the first class craft, but sailed in the second by a mistake of the Captain. She was, therefore, given the prize in the class she sailed. In the third class, the first yacht to reach the Judges' boat was the *Fannie*, but she was ruled out of the race for non-compliance with Rule 21, which provides for the presence of at least one member of the Club on board. The prizes were therefore given to the center-board sloops, *Wanderer* and *Maud*, and to the *Ruby* and *Sunbeam* in the keel sloops. The yacht *Grace* sailed in the Regatta, but not as a competitor for a prize.

CHAPTER V.

1875 - 1877.

I NEED hardly remind my readers that the meetings of the Club, during the winter, were held at Mr. Russ's office, it being anything but a pleasant trip to the Club House during these months. It was voted February 6, 1875, that no premium should be attached to the price of lockers, but would be sold for their standing value. The annual supper was postponed this season until warmer weather, when it would be held in the Club House. A letter of condolance was sent, on this date, to Mrs. General William Hayes, late Commandant at Castle Island, on the occasion of the death of her husband. A collection of five very fine pictures of yachts were presented the Club, March 15, by Commodore R. B. Forbes.

The Club House had a very narrow escape from being entirely destroyed, Sunday, March 4, by the immense flow of ice which had formed in Dorchester Bay during the severe winter. It became detached from its shore fastening, and was carried by the ebb tide down the bay, and about seven o'clock it reached the Club dolphin, built to guard the house from injury from vessels. The resistance of the dolphin to the ice saved some of the southerly piles. Most of the piles were broken like sticks, until the resistance of the greater number of piles, and the adjoining wharf, stayed the end of the flow, which struck the house foundation, and swung around, as on a pivot, floated up the Bay. The wharf under the piazza fell into the water, but the house stood. Thirty piles were carried away, leaving nearly half of the Club House over the water without any support beneath it. One pile in the center of the main building was, by a strange freak of the ice, left standing, and no doubt saved the building, while those on either hand were carried away. By Monday night, Mr.

Kendrick had driven two piles on the east side, near the outer end of the building, and two long and heavy beams were placed across to the narrow wharf on the west side from said piles, which rendered the building temporarily safe. Subscriptions were taken up, March 5, to repair the damage. The new piles were of oak instead of spruce, and ten feet of the wharf was built along the south side of the house.

April 18 it was unanimously voted that, "The Club property is pledged to secure and make good the permanent fund of the Club and interest thereon." A revision was also made in the Constitution, By-laws, and Sailing Regulations. Commodore Dean, in his report, declined to be elected to office, but was unanimously re-elected; on his refusal, the business of election was postponed. He was, however, prevailed upon, at the annual election, May 26, to serve another year. The only change made in the board was in the Regatta Committee, Messrs. Coolidge Barnard, B. C. Dean, R. P. Owen, and C. W. Jones being appointed. Mr. C. T. Powell presented the Club with two pictures, representing yachting scenes. Manning's Yachting Manual was accepted as an authority in its line. The House Committee was restricted from spending more than fifty dollars without a vote of the members.

July 28 the Rules and Regulations for the Club House were accepted. August 7 a Librarian was appointed, subject to the House Committee, and on September 10 Mr. C. A. Judkins was elected Secretary *pro tem*.

The eighth annual Regatta took place September 2, 1875, and although the large yachts, which were expected, did not appear in season to join the sport, there were two fine races, by boats in the smaller classes. The scene was off City Point, and as the larger part of the day was taken up with the races, it was an occasion of considerable interest to the Club and their lady friends. Many of the latter were gathered in the commodious Club House, from the balcony of which a fine view of the starting and the finish was afforded. Owing to

the thick fog, which prevailed during the early forenoon, and which prevented some of the boats reaching the rendezvous in season, the finish race, which was to include all boats measuring 38 feet and upwards, was abandoned. The *Mary Ellen*, Captain Lord, and the *Fearless*, Captain Phillips, were the only ones in this class to announce their willingness to start, and as they came at different times, and both too late, the other classes having started, they were compelled to give up racing. The second race in the programme was for centre-boards and keels, measuring 26 feet and less than 38 feet, and they were called into line at 11.20 o'clock, the signal being a gun on the Judges' boat, which was stationed about midway between the Club House and Thompson's Island. There were five centre-board boats to respond: respectively the *Magic*, *Eva*, *Kelpie*, *Violet*, and *Lily*; and they took position at anchor in a line between the Judges' boat and flag boat. No keels appeared to contest this race. At 12.30 o'clock a second signal sent them away. The wind was nearly east and very light, and the start was necessarily slow.

The course was thirteen miles in length and led down the East Way, past buoy No. 7, back through the Narrows, leaving Fort Independence on the port, down Dorchester Bay, and around Cow Pasture buoy, leaving it on the port, and back to the point of starting. The *Magic* had the misfortune to carry away her gaff-topsail sheet and was compelled to take down her mainsail, in consequence of which she fell from the first position to the last, though she was not greatly retarded.

The boats in the third race, including keel and centre-board, measuring 18 feet and less than 26 feet, were started at 12.25 o'clock. Their course, which was nine miles in length, was down Dorchester Bay, round Cow Pasture buoy No. 7, off Fort Independence, to Sculpin Ledge buoy, round buoy No. 6 on the Lower Middle, and back to the starting point. There were eight to start, and they went away in good style, going down with the wind, which had increased somewhat since the larger boats started. The *Sunbeam* lost her balloon jib in

starting, and had to take it on board. The official result was as follows:—

SECOND CLASS (CENTRE-BOARD).

NAME.	OWNER.	MEAS.		SAILING.			CORRECT.		
		ft.	in.	h.	m.	s.	h.	m.	s.
Eva,	W. H. Bangs, Jr.,	26	3	3	4	46	2	24	47
Magic,	E. C. Neal,	30	9	3		16	2	25	40
Kélpie,	S. J. Capen,	30	3	3	1	4	2	25	55
Lily,	G. L. Babb,	37		3	6	12	2	37	35
Violet,	F. E. Peabody,	33	2	3	16	21	2	44	14

THIRD CLASS (KEEL).

Volante,	C. A. Judkins,	22	3	2	2	18	1	30	35
Sunbeam,	W. S. Nickerson,	25	3	2	3	57	1	35	20
Ruby,	T. W. Preston,	19	9	2	11	40	1	36	46
Lydia,	Captain Gibbs,	25	2	2	17	51	1	49	9
Fairy,	G. C. Appleton,	25	2	2	22	29	1	53	47

THIRD CLASS (CENTRE-BOARD).

Wanderer,	C. E. Russ,	22	3	1	58	16	1	26	28
Queen Mab,	W. F. Halsall,	22	8	2	1	2	1	29	43
Posie,	F. C. Hersey,	22	1	2	2	16	1	30	16
Alice,	W. H. L. Smith,	21		2	13	57	1	40	40

In the second class the Eva took the first prize, thirty dollars; and the Magic the second, twenty dollars. In the third class, centre-board, the Wanderer won first money, twenty-five dollars; and the Queen Mab second, fifteen dollars. Keels, first prize, twenty-five dollars, Volante; second prize, fifteen dollars, Sunbeam. The Lily entered a protest against the Eva for alleged crowding her against the buoy at Cow Pasture, but the charge was not sustained. The Judges were Messrs. C. Barnard, B. C. Dean, R. P. Owen, and C. W. Jones, who were stationed on board the Effie May, owned by H. E. Hibbard. During the day music and refreshments were enjoyed at the Club House, and in the evening there was a social dance.

At the meeting held at the Parker House January 26, 1876, it was decided to elect two Measurers instead of one, so that a representative may be had to act south of Cape Cod. The date of the annual meeting, after 1876, for the election of officers, etc., was changed to the last Wednesday of January, and the regular meetings to the last Wednesday of January, April, July, and October. Article XVII, of the Constitution, was amended, so that the first sentence should read as follows: "The annual assessment shall be ten dollars, payable after the year 1876, on or before the regular (annual) meeting in January, and this shall be the only assessment made." The following was added to the article: "Any person elected a member before the annual meeting, in April next, and every person elected thereafter, between the first day of October and the succeeding annual meeting, shall not be required to pay any assessment for the time preceding such annual meeting."

John Q. A. Brackett, president of the Common Council, was a guest at the annual dinner held at the American House February 22, 1876, at which time a communication was received from the Brooklyn Yacht Club, asking to arrange a meeting of the fleet, but the Committee of four, appointed to look after the matter, reported, later on, that it would be undesirable to take any steps in the matter that season. April 26 the following officers were elected: Commodore, Arthur Cheney; Vice-Commodore, F. H. Peabody; Rear-Commodore, Andrew Robeson; Secretary, T. Dean; Treasurer, A. Russ; Measurers, D. J. Lawlor and J. B. Smith; Trustees, S. J. Nickerson, Thomas Manning, and B. Dean; Regatta Committee, same as last year; House Committee, Messrs. C. E. Russ and D. B. Curtis; Membership Committee, the Commodore and Secretary, *ex officio*, Messrs. A. C. Martin, C. E. Russ, and William S. Whitney.

A Review of the squadron took place at City Point, on Saturday, June 24, at 11 o'clock, a large number of yachts participating; after which the fleet proceeded to the Great Brewster, where a most enjoyable day was spent. Mr.

Thomas Manning acted as Flag Officer. Ex-Commodore Dean secured from the City of Boston the exclusive control of the Great Brewster Island, and the Club voted on September 6 to use it for a rendezvous, paying Mr. Dean one hundred dollars per year for the privilege, but was shortly after abandoned as it created a dissatisfaction among certain members, who thought it a useless expenditure.

The ninth annual Regatta was sailed Monday, September 11, 1876, off City Point. The Regatta was divided into three classes, the first being for all yachts measuring 38 feet and upward; the second for centre-board and keel yachts measuring 26 feet and less than 38 feet; and the third, for centre-board and keel boats, measuring 18 feet and less than 26 feet. The prizes were silver medals in each class. The first course was from a point off the Club House, out Broad Sound, leaving Ram Head buoy on the starboard, Fawn Bar on the port, rounding the Bell buoy off the north-east ledge of the Graves, leaving it on the starboard; thence to the Bell buoy on the Hardings, leaving it on the starboard, up Light-house Channel, through the Narrows, leaving Fort Warren, Gallop's Island, Nix's Mate buoy, and Spectacle Island on the port; thence to the point of starting, a distance of twenty-three miles. The second course was from a point off the Club House, down the West Way, leaving Thompson's and Rainsford Islands on the starboard, Long and George's Islands, and buoy No. 7 on the port, and back through the Narrows, leaving George's and Gallop's Islands, Nix's Mate buoy, and buoy No. 7, off Fort Independence on the port; thence to Cow Pasture buoy No. 6, leaving it on the port; thence back to the place of starting, a distance of thirteen miles. The third class course was from the starting point as above; thence to buoy No. 7, off Fort Independence, leaving it on the starboard; thence to Sculpin Ledge buoy, leaving it on the port; thence to buoy No. 6 on the Lower Middle, leaving it on the port; thence to the point of starting, nine miles.

The Judges were the same as last year. The Violet,

Captain F. E. Peabody, was used as Judges' boat. Previous to firing the first gun, at 1.20 o'clock, there was scarcely any wind, and the prospect for the races looked rather gloomy, but about the time of starting the first class, 1.25 o'clock, a light breeze sprung up. The start in the first class was a flying one. The yachts in the second class were anchored in line, between the Judges' boat and a flag boat, and got away at 2.18 o'clock. The Shadow, in this class, rounded the wrong buoy on her return to the Judges' boat; turned back, sailed over the right course, a mile or more, and still came in ahead of the others in that class. The Wayward, in the first class, was struck by a flow of wind when off Long Island Head, and while crawling on to the Fearless, lost her topmast. In the third class, the Posie claimed a foul from the Wanderer, but the charges were not sustained. In the first class the Wayward took the first prize, and the Fearless second. In the second, the Shadow won the first prize, and the Eva second; and the third class, first prize to Posie, and second to Wanderer. The following is the summary by classes:—

FIRST CLASS.

NAME.	OWNER.	MEAS.		SAILING.			CORRECT.		
		ft.	in.	h.	m.	s.	h.	m.	s.
Fearless,	E. B. Phillips,	44	10	3	56	43	3	28	54
Wayward,	David Sears,	57	9	4	5	38	3	25	14
Fleur de Lis,	Arthur Cheney,	77	3	4	18	12	4	3	36
Romance,	G. Brooks,	58					[withdrawn]		

SECOND CLASS.

Shadow,	T. Dolan,	34	7	3	45	7	3	14	22
Lily,	G. L. Babb,	37		3	55	42	3	27	5
Magic,	E. C. Neal,	39	9	4		47	3	26	11
Kelpie,	S. J. Capen,	30	3	4	2	35	3	27	26
Eva,	W. H. Bangs, Jr.,	26	3	4	4	13	3	24	14
Folly,	J. F. Sheppard,	27		4	4	57	3	25	57
Effie Mary,	H. E. Hibbard	36	10				[withdrawn]		
Oenone,	S. P. Freeman,	26	10				[withdrawn]		

THIRD CLASS.

NAME.	OWNER.	MEAS.		SAILING.			CORRECT.		
		ft.	in.	h.	m.	s.	h.	m.	s.
Posie,	F. C. Hersey,	22	1	2	37	30	2	5	30
Wanderer,	E. C. Russ,	22	3	2	38	31	2	6	43
Lydia,	George Lawley,	22	6	2	41	42	2	10	3
Queen Mab,	W. F. Halsall,	22	8	2	42	12	2	10	53
Helen,	W. P. Hunt,	18	6	2	49	3	2	12	22
Peri,	— Lee,	18	11	2	51	25	2	15	21
Sunbeam,	W. Nickerson,	25	3	2	53	18	2	24	35

The same board of officers was re-elected for the year 1877, at the meeting held at the Parker House January 31, and on February 28 the Sailing Regulations regarding the classification of sloops and schooners were altered. The Regatta Committee, who were given full power to act in this matter, reported on April 25 that ballast shifting in the third class should be discontinued. The Sailing Directions were then altered accordingly, and Rule 21 was adopted. At an informal meeting of yachtsmen it was voted that the Club have an early regatta, in which festivities would be given a dance. This would be followed by a series of monthly or semi-monthly entertainments, consisting of four to six festive excursions or picnics, under the supervision of the House and Regatta Committee. Resolutions on the death of Mr. S. J. Capen were passed May 30, at which date the Regatta, to be held June 7, was postponed on account of the date being too early for the larger yachts. A race, however, was held off City Point for second and third class craft, the prizes, consisting of a French marine clock and a marine glass, gifts of the Commodore, were won by the Violet and Sunbeam. The members and their friends enjoyed a picnic at Downer's Landing June 23. The Dorchester Yacht Club was tendered the use of the Club House June 20, on the occasion of their Regatta.

The first of the series of Regattas occurred Tuesday, July 17, 1877. Very few boats answered the summons of the

signal guns that called the boats into line, the majority of the yachts being away on cruises and on business voyages. There were no first class boats in the race. The wind was fair and steady and was south-east by south. The yachts of the second class sailed over a thirteen-mile course, and those of the third class over a nine-mile course. The same gentlemen serving as Judges last season did so at this race. The skipper of the Maraposa entered a protest against the Posie for shifting ballast during the race, but this was not sustained.

The following is a summary of the Regatta :—

SECOND CLASS (KEEL, SCHOONER RIGGED).

NAME.	OWNER.	SAILING.			CORRECT.		
		h.	m.	s.	h.	m.	s.
Hermes,	W. Goodwin,	2	1	5			
Loiterer,	W. W. Kellett,	2	12	30			

THIRD CLASS (KEEL, SCHOONER RIGGED).

Posie,	F. C. Hersey,	1	40	45	1	8	45
Maraposa,	F. H. Peabody,	1	43	5	1	12	8
Ariel,	J. P. Curtis,	[swamped, and withdrew]					
Helen,	W. P. Hunt,	[distanced, and withdrew]					

The second race of the season was sailed Tuesday, August 16, off City Point. As at the first of the series, the number of boats participating was small. The wind was just stiff enough to make a regatta interesting. It blew from the south-west, and freshened up, dropping a few points to the south as the race drew to a close. In the race for second class schooners, only one boat, the Hermes, entered and sailed over the course, which was thirteen miles, in 2 hours, 21 minutes, 15 seconds. Having won the race in the first Regatta, she merely went over the course this time to take the prize. In the race for third class keels, only one boat sailed, the Sunbeam. She went over a nine-mile course in 1 hour, 41 minutes, and 5 seconds, actual time. This made it necessary for another race of this class yachts. In the race for third

class centre-boards, there were five entries ; and in that for second class sloops, only two entries. In the first Regatta the Posie won the race of the former class, and the result of this contest shows that Rebie had one race in the Posie's class.

The following is the summary :—

SECOND CLASS (SLOOPS, CENTRE-BOARD).

NAME.	OWNER.	LENGTH.		SAILING.			CORRECT.		
		ft.	in.	h.	m.	s.	h.	m.	s.
Violet,	Peabody,	34	3	2	9	27	1	38	23
Mabel,	Smith,	33	4	[withdrawn]					

THIRD CLASS (CENTRE-BOARD).

Rebie,	Phinney,	23		1	38	17	1	7	20
Wanderer,	Russ,	23	9	1	41	2	1	10	54
Posie,	Hersey,	22	1	1	41	59	1	9	59
Queen Mab,	Adams,	22	8	[time not taken]					
Gleason,		18	6	[time not taken]					

The course of the centre-board sloops was thirteen miles long, and of the third class centre-boards nine miles. The same board of Judges presided.

CHAPTER VI.

1878-1880.

THE election of officers for 1878, at the Parker House, January 31, was as follows: Commodore, Francis H. Peabody; Vice-Commodore, Nathaniel Wales; Rear-Commodore, Andrew Robeson. No change occurred in the office of Secretary, Treasurer, or Measurer. Trustees, Messrs. Benjamin Dean, William B. Merrill, and E. B. Phillips; Regatta Committee, Messrs. F. E. Peabody, C. W. Jones, Wendell Goodwin, W. H. Bangs, Jr., and N. W. Kellett; Membership Committee, Messrs. A. C. Martin, C. E. Russ, and W. S. Whitney. A large base-burner stove was given the Club by Mr. S. L. French, and was put in the main hall of the Club House. The next meeting was held February 11, at 608 Washington Street, the headquarters of the First Battalion of Infantry. Mr. W. F. Halsall was appointed Flag Officer for the year. Permission was also given Mr. W. S. Nickerson to use the Club House for one or two private entertainments. Several yacht owners placed their craft at the disposal of non-yacht-owning members for the purpose of taking one or more excursions down the harbor; in consequence of which a large programme was prepared by the Committee. A set of fifteen charts was received from the United States Coast Survey, at the request of Hon. B. Dean, then a member of Congress. That gentleman also sent several copies of books to the Club.

The rain of June 17, 1878, which was the one hundred and third anniversary of the battle of Bunker Hill, consequently a general holiday in the city, made a complete failure of the arrangements made by the Boston and Dorchester Yacht Clubs, for the Grand Union Regatta, off Nahant. In the first class, distance twenty-five miles, there was but one

entry, that of the keel schooner Breeze, which undertook to sail over the course, but, making a mistake, and going over the second class route, lost her chances for a prize. In the second class, distance ten and one-half miles, the course was sailed over by the keel sloop Shadow, Captain John Bryant. In the third class, distance ten and one-half miles, there were four entries, consisting of the centre-board sloop Wanderer, Captain Russ; centre-board sloop Sea Bird, Dr. Loveland; keel sloop Volante, G. S. Rice; centre-board, cat-rigged Fannie, P. Grant. After proceeding about half-way over the course, the Wanderer withdrew, but the others continued on, the Sea Bird coming in ahead. In the fourth class, distance seven miles, were entered the cat-rigged boats Virginia, Captain Plympton; Psyche, Captain King; Druid, Captain F. Drew; and Adrienne, Captain J. Pfaff. These boats made a good start and sailed over the course, the Psyche coming in first, and the Druid second. After the first and second-class boats had rounded the buoy at Winthrop Head, the tug Elsie, in which were the members of the Regatta Committee and representative of the Press, proceeded to Marblehead, to witness the regatta of the Marblehead Yacht Club.

It was voted June 26, that during the yachting season, Thursday evenings should be set aside for social gatherings, and on these evenings the most enjoyable time was passed. On account of the room being used by the First Battalion, the meeting was held October 30 in the office of Mr. H. E. Hibbard, at the same address. The Club lost by death one of its most enthusiastic and active members in Mr. Arthur Cheney. An elegant tribute of flowers was sent his widow when the sad news was received.

Few changes in the board of officers occurred during 1879. At the meeting held in the Parker House, January 29, Messrs. William H. Bangs, Jr., J. A. Mitchell, Thomas Dean, F. A. Drew, and George S. Rice were appointed on the Regatta Committee. The Commodore was given power to

sign certain documents, presented by the Seawanhaka Yacht Club, to be used in Congress, in an effort to secure certain changes in the laws relating to yachting. May 28 a new tier of lockers was ordered built on the east side of the wharf, north of the Club House.

The Regatta sailed Saturday, June 21, 1879, was the most successful sailed off City Point for years. The day was very fine, although at the starting the wind was quite light, but it braced up shortly after and at the finish was blowing briskly from the south-west. Of the fifty-two boats that entered, thirty-nine started, the first class boats starting at 11.15 o'clock, and the second, third, and fourth within a short time after. The Adrienne took the lead in the first class. The Viking lost three minutes in getting off, in the second class. The Eugenia, a third class centre-board sloop, parted her throat halliards just as she was starting from the line after the signal to go. The Muriel, of the same class, capsized while jibbing off Sculpin Ledge, and turned bottom-side-up. This placed her out of the race. The Posie, being close to her, rendered the disabled craft assistance, which spoiled the Posie's chance for a prize. The Elfin lost her foretopmast, and the Thistle lost some of her stays. The Sunbeam withdrew just as she reached the Judges' boat. An excellent collation was served on the Judges' boat Sprite.

Summary :—

FIRST CLASS SCHOONERS.

NAME.	LENGTH.		SAILING.			CORRECT.		
	ft.	in.	h.	m.	s.	h.	m.	s.
Adrienne,	43	9	3	53	28	3	11	53
Brenda,	63	7	3	45	22	3	22	3
Elfin,	42		4	3	22	3	26	52
Vif,	42	4	4	21	31	3	38	12

FIRST CLASS SLOOPS.

Syren,	39	6	3	44	18	2	57	13
Thistle,	50	3	3	47	34	3	12	57
Nautilus,	44	10	4	5	12	3	24	50

SECOND CLASS (CENTRE-BOARD SLOOPS).

NAME.	LENGTH.		SAILING.			CORRECT.		
	ft.	in.	h.	m.	s.	h.	m.	s.
Lily,	37		2	1	50	1	26	36
Eva,	26	3	2	17	10	1	27	58
Fanchon,	26	4	2	17	8	1	28	4
Comfort,	27	1	2	21	45	1	83	53
Oenone,	27	8	2	30	50	1	43	54

SECOND CLASS (KEEL SLOOPS).

Viking,	35		2	2	22	1	24	58
Lottie,	27	1	2	16	50	1	28	58
Empress,	26	11	2	19	8	1	31	
Annie,	28	8	2	18	48	1	33	21
Daisy,	32	8	2	13	35	1	33	28
Juniper,	26	5	2	28	45	1	39	49

THIRD CLASS (KEEL SLOOPS).

Veronica,	21	8	1	55	3	1	17	34
Fairy,	24	1	1	52	35	1	22	47
Unknown.	24		1	54	8	1	24	15
Sunbeam,	24	1						[time not taken]

THIRD CLASS (CENTRE-BOARD SLOOPS).

Thisbie,	21	8	1	48	45	1	16	16
Holden,	21		1	53	38	1	20	20
Expert,	23	8	1	51	20	1	21	6
Posie,	22		1	54	20	1	22	14
Judith,			1	54	48	1	24	18
Stella,			2	10	8	1	35	47

FOURTH CLASS (CENTRE-BOARD AND KEEL).

Psyche,	17	11	2	2	47	1	25	14
Glance,	18	10	2	1	28	1	25	17
Rocket,	16	6	2	12		1	32	9

NAME.	LENGTH.		SAILING.			CORRECT.		
	ft.	in.	h.	m.	s.	h.	m.	s.
Dream,	19		2	9	21	1	33	24
Undine,	17		2	14	35	1	35	35
Nereide,	18		2	13	14	1	35	48
Josie,	18	4	2	13	3	1	36	8
Wildfire,	18	1	2	18	9	1	40	51

Following is a list of the winners and the prizes :—

FIRST CLASS.

Adrienne, solid silver cup; Brenda, Ritchie compass; Siren, silver cup; Thistle, telescope.

SECOND CLASS.

Lily, silver cup; Eva, cabin lamp; Viking, silver cup; Lottie, cabin lamp.

THIRD CLASS.

Veronica, silver pitcher; Fairy, pitcher and goblet; Thisbie, silver vase; Holden, pitcher and goblet; Unknown, silver vase; Expert, phosphorescent clock.

FOURTH CLASS.

Psyche, traveller's clock; Glance, barometer; Rocket, silver cigar-cup; Dream, boatswain's whistle.

A most enjoyable time was had in August, when an excursion of the Club was taken down the Harbor in the Club squadron.

Saturday, September 6, the day of sailing the thirteenth annual Regatta, was lovely for those who were not interested in yachting, but to the enthusiastic skipper, a bright sun hanging in a clear sky, over a smooth, motionless bay, without the least sign of a change of the weather, is a most "beastly" kind of a disagreeable day. At 1 o'clock, the time when the first class boats, measuring 38 feet and upward, should start, the natural condition of things was exactly as above described, and, there not being even puff enough to carry the boats

from their moorings into line, this class was not started at all. At 2 o'clock a gun was fired from the Judges' boat, the schooner yacht [Sprite, and the colors dipped to signal the second class into line. In this class there had been thirteen entries, five schooners and eight sloops, but only six showed up at the line, two schooners and four sloops. The third class sloops did not start until 2.35 1-2 o'clock, and this was also a creep-away-with-the-tide start. Of thirteen entries in this class, only six came into line. After all the boats had been away about an hour, a brisk breeze freshened up from the south-west, and then the race began to be interesting, and a great number of skippers were chagrined that they had not sailed and taken chances with the boats out. A lively contest between the Viking and Lily, and between the Rebie and Sunbeam, were the most pronounced features of the races.

Summary :—

SECOND CLASS.

NAME.	OWNER.	LENGTH.		SAILING.			CORRECT.		
		ft.	in.	h.	m.	s.	h.	m.	s.
Loiterer,	R. C. Bridge,	34	4	3	56	45	3	18	38
Cyda,	W. W. Kellett,	29	4	4	3	47	3	19	18
Viking,	S. P. Freeman,	35		3	32	3	2	54	39
Lily,	C. F. Loring.	37		3	33	45	2	58	31
Folly,	J. F. Sheppard,	27	1	3	50	25	3	2	31
Comfort,	E. W. Denison,	27	1	3	57	15	3	9	23

THIRD CLASS (SLOOPS).

Rebie,	J. P. Phinney,	23	11	2	19	9	1	49	11
Edith,	E. Denton,	21	9	2	23	29	1	52	15
Sunbeam,	W. S. Nickerson,	24	11	2	22	2	1	53	5
Unknown,	B. F. Wendell,	24		2	27		1	57	7
Fairy,	C. A. Perkins,	24	1	2	32	1	2	2	13
Leda,	B. Jenney,	22	7						[distanced]

The winners and prizes in the second class were: the Loiterer, \$20; Viking, \$20; Lily, \$15. In the third class: Rebie, \$15; Edith, 10; Sunbeam, \$5; and the owner of each

boat (the owners having sailed their boats) received as a supplementary prize a beautiful watch-charm in gold, representing the signal pennant of the Boston Yacht Club. In the evening a dance was held in the Club House, and so the lady friends of the members were entertained as handsomely as were the young yachtsmen.

Vice-Commodore Nathaniel Wales resigned January 14, 1880. At the annual meeting, held at the Parker House January 28, the following changes in the board of officers were made: Vice-Commodore, William B. Merrill; Rear-Commodore, Jacob Pfaff; Trustees: Messrs. Benjamin Dean, Eben Denton, Thomas Mack; on the Regatta Committee: Mr. S. L. French *vice* W. H. Bangs, Jr.; Membership Committee: Messrs. Charles E. Russ, W. S. Whitney, C. H. Plympton. April 28 Ex-Commodore Dean read the Trustees' report for 1879, now made as of January 28, last past. Said report recited the resolution adopted February 28, 1877, to wit:—

Resolved, That the Permanent Fund, now amounting to upwards of \$10,000, the rate of increase thereof, so far as derived from regular fees, dues, or assessments, shall be one quarter of such regular fees, dues, and assessments, instead of one half as heretofore, but that said fund in no other respects shall be interfered with, or its rate of increase otherwise impaired.

The following resolution was passed:—

Resolved, That whereas the Permanent Fund, amounting at the commencement of the present year to the sum of fourteen thousand one hundred and seven dollars and twenty-four cents, and secured by the Club property, is sufficiently large to admit of it, the further increase thereof, so far as derived from regular fees, dues, and assessments shall be fixed by resolution of February 28, 1877, shall cease to take effect from the beginning of the present year; but that said fund in no other respect shall be interfered with, or its rate of interest impaired or diminished.

Article XVII, Paragraph 4, in the Constitution, was amended so as to read, "any person and any member."

The Regatta of June 17, 1880, was a union affair, and proved to be one of the most gratifying successes that has ever been given in the waters of Dorchester Bay. The wind was easterly and light during the entire race, though at the start its force was stronger than at the finish. It was a great day for light boats, and the result was that a great many stanch, heavy racers, hitherto considered invincible, had to lower their pennants to smaller and inferior boats. Sixty-four yachts started, and of these only a few drew out of the race before the finish. The course for the first class race was twenty-three miles long; for the second class, sixteen miles; for the third and fourth classes, nine miles. The starting was from anchor, and each class got away in handsome style. The boats in the race hailed from Boston, Eastern, Bunker Hill, South Boston, Beverly, Lynn, Duxbury, Quincy, Jeffries, and other yacht clubs. The yacht Imperia and Adrienne made a close and exciting race over all the course.

The Madcap came in for a first prize, but as she had two more men than she was allowed, lost the race. The Fannie being a third-class boat and starting with the fourth-class craft, placed her out of the race.

The following is the summary: —

FIRST CLASS.

NAME.	SAILING.			CORRECT.		
	h.	m.	s.	h.	m.	s.
Adrienne,	4	51	27	4	10	1
Caroline,	4	53	52	4	17	39
Alice,	4	32	47	4	18	18
Brenda,	[time not taken]					
Madcap,	4	27	13	3	45	31
Siren,	4	33		3	45	56
Effie	4	44	42	3	55	31
Imperia,	4	51	22	4	9	17

SECOND CLASS.

Hermes,	4	26	28	3	49	51
Bessie,	4	37	35	3	51	7

NAME.	SAILING.			CORRECT.		
	h.	m.	s.	h.	m.	s.
Annie M,	5	3	40	4	23	46
Nimbus,	3	6	8	2	28	8
Folly,	3	17	26	2	29	26
Magic,	3	13	18	2	29	26
Shadow,	3	10	26	2	32	29
Eva,	3	22	59	2	33	47
Annie,	3	27	15	2	41	49
Viking,	3	21	18	2	45	23
Lily,	3	30	11	2	54	57
Hector,	3	34		2	55	6
Gem,	4	17	58	3	28	22
Napoleon,	3	41	52	3	3	26
Mamie	4	5	47	3	18	43

THIRD CLASS.

Muriel,	1	47	43	1	16	12
Rebie,	1	52	4	1	21	57
Elf,	1	59	47	1	25	26
Banshee,	1	59	32	1	28	18
Expert,	1	58	34	1	28	21
Wanderer,	1	59	1	1	28	26
Alice,	2		24	1	29	5
Judith,	2		58	1	30	23
Posie,	2		2	1	30	55
Eureka,	2	5	47	1	36	55
Leda,	2	18	29	1	46	58
Lizzie,	2	31	9	1	57	14
Unknown,	1	56	13	1	27	2
Veronica,	1	59	45	1	27	17
Banneret,	1	56	21	2	27	35
Sunbeam,	2	2	22	1	33	40
Violeta,	2	6	17	1	34	46
Echo,	2	3	38	1	35	15
Fearless,	2	8	48	1	36	17
Fairy,	2	14	42	1	44	55

FOURTH CLASS.

NAME.	SAILING.			CORRECT.		
	h.	m.	s.	h.	m.	s.
Flora Lee,	2	1	9	1	22	9
Topsy,	1	57	26	1	22	18
Rocket,	2	8	59	1	29	18
Glance,	2	6	56	1	30	8
Dolly Varden,	2	15		1	35	57
Inez,	2	15	12	1	39	30
Curlew,	2	16	6	1	40	30
Josie,	2	19	37	1	42	42
Nattie,	2	22	48	1	43	47

The following is a list of the prize winners and prizes : Adrienne, first, \$50 ; Caroline, \$30 ; Syren second, \$30 ; Hermes, first, \$30 ; Bessie, second, \$20 ; Nimbus, first, \$30 ; Folly, second, \$20 ; Annie, first, \$30 ; Viking, second, \$20 ; Muriel, first, \$25 ; Rebie, second, \$15 ; Elf, third, \$10 ; Unknown, first, \$25 ; Veronica, second, \$15 ; Banneret, third, \$10 ; Flora Lee, first, \$20 ; Topsy, second, \$15 ; Rocket, third, \$10 ; Glance, fourth, \$5. Captain Cummings' boat Zephyr was used as a Committee boat. At the Club House a yachtsmen's hop was given to lady friends.

Without a sparkling breeze a yacht race is a very tame affair, and the Regatta sailed Saturday, September 11, had two things to contend with : one was [no wind ; the other, the failure of yachts to put in an appearance. But what the Club lacked in the way of spars and canvas was made right in the royal manner in which it entertained its guests both on board the steam yacht Minnehaha and the sloop Sprite. The steamer left Long wharf at 1.30 o'clock in the afternoon. Captain Driscoll was in charge of the boat, and Captain C. H. Russ was master of ceremonies. The Sprite, moored some distance from the Club House, was the Judges' boat. At 2 o'clock a very light breeze was blowing from the north-east by north, but gradually shifted westward before the race was finished.

The first signal gun that announced the opening of the race for first class boats was responded to by only three schooners. The race between these boats was tame, inasmuch as the wind died out when it was most needed, and it was not until dark and near 8 o'clock that the boats returned, coming very slowly in the same order that they started; but the Adrienne, being much shorter than her competitors, won an allowance. The second race was for second class sloops, and was participated in by two boats only. They were started from anchor at 2.30 o'clock, and sailed close together, with the Napoleon leading, until Spectacle Island was reached. Here a foul occurred, and the Napoleon lost considerable time. The advantage gained by the Mabel was sufficient to give her the race by nearly an hour. The Mabel had her headstay carried away by the collision.

Twenty-three miles was the length of the course for the first class schooners, and the second course sixteen miles. No other classes sailed. The Adrienne received, as a first prize, a solid silver cup, and the Alice, second prize, \$20. The Mabel, first prize, \$20. Commodore Peabody's steam yacht Adelika, and Captain Pope's steamer, the Annie S., took parties aboard and followed the racing yachts over the course.

The following is the summary:—

FIRST CLASS SCHOONERS.

NAME.	OWNER.	LENGTH.		SAILING.			CORRECT.		
		ft.	in.	h.	m.	s.	h.	m.	s.
Alice,	W. L. Lockhart,	77	4	5	22	25	5	7	51
Adrienne,	J. Pfaff,	43	11	5	31		4	49	34
Caroline,	Norton and Tyler,	48	7	5	46	15	5	10	7

SECOND CLASS SLOOPS.

Mabel,	W. H. L. Smith,	33	9	3	3	42	2	56	54
Napoleon,	C. F. Loring,	34	1	3	44	7	3	5	41

CHAPTER VII.

1881 - 1883.

THE only change in the board of officers for 1881 was in the Regatta Committee, that Committee being made up of the following gentlemen: Messrs. H. E. Hibbard, William B. Gleason, Nathaniel Wales, Edgar Harding, and William F. Halsall. The meeting February 23 was held at the office of Commodore Peabody, 41 State Street, when a vote was passed to have alterations and additions made in the toilet facilities of the Club House. A most flattering compliment was tendered Secretary Dean by the Club, April 27, and a purse of one hundred dollars was given him. A report was prepared May 25, by the Committee appointed to alter the By-laws, whereby the Secretary would receive a compensation of one hundred dollars per year.

Some sixty entries were made in the open Regatta of the Club held June 16, 1881, and it was expected that a splendid exhibition would be presented to the lovers of nautical sports. The wind was all that the owners of the larger boats could desire, but in spite of this many of them allowed their vessels to remain at their moorings on South Boston Flats, although they had entered their yachts in the race. At 10.30 o'clock, when the tow-boat Elsie, under command of George Frost, left T wharf with the Regatta Committee, the wind was blowing a perfect hurricane. At noon the breeze moderated and the stake boats were placed, after which the John Romer, with some three hundred invited guests, appeared on the scene. At 1.09 o'clock the signal gun for the first class to start, was fired. Ten schooners and two sloops responded to the call. The race was most exciting, each skipper doing his best to forge ahead of his competitor. When off Harding's ledge, the Caroline carried away her jib-

boom stays, but preventer stays were clapped on in time to prevent her losing way, and she crossed the line in season to secure the first prize in her class. The Muriel and Delle entered counter protests of fouls at Cow Pasture buoy. In spite of the drawbacks, the race was a success. When getting into line, the Expert and Delle fouled and ran down on the David Crockett, but the trouble was adjusted without appealing to the Judges.

Summary:—

FIRST CLASS SCHOONERS.

NAME.	OWNER.	LENGTH.		SAILING.			CORRECT.		
		ft.	in.	h.	m.	s.	h.	m.	s.
Caroline,	Norton and Tyler,	48	7	3	30	56	2	54	43
Adrienne,	J. Pfaff,	43	11	3	37	26	2	56	

FIRST CLASS (SLOOPS).

Hesper,	W. H. Forbes,	49	1	3	20	42	2	44	58
Siren,	L. H. Keith,	39	6	3	33	35	2	46	31

SECOND CLASS (SCHOONERS).

Bessie,	C. P. Curtis,	28	8	3	36	9	2	49	41
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SECOND CLASS KEEL (SLOOPS).

Viking,	S. P. Freeman,	36	4	2	25	53	1	49	58
Hera,	C. G. Weld,	37	3	2	33	23	1	58	25
Gem,	F. Lincoln,	26	9	2	46	25	1	58	1
Emily,	C. A. McManus,	26	8	2	49	15	2		43
Lily,	Dillingham and Bond,	37		2	41	30	2	6	16

SECOND CLASS (CENTRE-BOARD SLOOPS).

Shadow,	J. Bryant,	34	6	2	25	27	1	47	30
Nimbus,	G. R. Howe,	34	5	2	40	32	2	2	32

THIRD CLASS (CENTRE-BOARD SLOOPS).

Undine,	Thomas Low,	25		1	43	45	1	12	48
Allie,	A. S. Wattles,	22	8	1	28	49		27	30

NAME.	OWNER.	LENGTH.		SAILING.			CORRECT.		
		ft.	in.	h.	m.	s.	h.	m.	s.
Venus,	Brown Bros.	27	8	1	26	26	59	8	
Thisbie,	Bullard and Freeman,	21	6	1	36	32	1	3	51
Expert,	E. G. Souther,	23	8	1	37	9	1	6	50

THIRD CLASS (KEEL SLOOPS).

Banneret,	F. A. Daniels,	25	11	1	32	24	1	4	26
Whitewing,	Charnock Bros.,	21	8	1	42	10	1	9	42
Raven,	H. P. Elwell,	26	1	1	39		1	11	11
Fearless,	A. Kidd,	21	7	1	32	24	1	4	26

SPECIAL OPEN CLASS (KEEL AND CENTRE-BOARD).

Muriel,	C. G. Weld,	22	6	1	34	18	1	2	47
Posie,	F. C. Hersey,	22	1	1	35	30	1	3	31
Delle,	H. H. Thompson,	28		1	42	35	1	8	53
David Crockett,	H. Putman,	21	6	1	46	32	1	13	51

FOURTH CLASS.

Sheerwater,	W. W. Merrill,	18	5	1	55	22	1	20	34
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Messrs. Augustus Russ, Treasurer, and Thomas Dean, Secretary, were elected honorary members January 25, 1882. Commodore Peabody resigned his office at this meeting. The only change of officers for the year was as follows: Commodore, J. Pfaff; Vice-Commodore, C. W. Jones; Rear-Commodore, Charles A. Welch, Jr. All the members comprising the Regatta Committee resigned March 15, and were succeeded by Messrs. J. P. Phinney, C. H. Plimpton, C. F. Loring, J. B. Moody, and F. E. Peabody. A large observation glass for use in the Club House was voted for April 26. The piling under the Club House was rendered unsafe by the inroad of worms, in consequence of which the House Committee was given power, July 12, to attend to it. After careful inquiry as to the most efficient manner of strengthening the building, they reported April 25, 1883, that over one hundred piles were weakened at the surface of the mud, and it was necessary to

stiffen the piling structure by bracing. Seven hundred dollars was appropriated for the purpose.

At an early hour on the morning of Saturday, June 17, 1882, the would-be competitors of the Regatta began to assemble, and many a doleful visage presented itself as the weather indications were glanced at. A perfect calm prevailed, and not a ripple could be discerned on the glassy surface of the Bay, on which account many skippers left the scene, predicting a fizzle for the race. As the flood tide began to make, those who had the courage to wait were agreeably surprised to observe a sea breeze set in, and at the hour of starting a good breeze was blowing from the east. About 10 o'clock the tug-boat *Nat. Wales*, Captain Cates, which had been chartered as a Judges' boat, took aboard the Regatta Committee and Judges, the latter being Messrs. Thomas Dean, Eben Denton, and Coolidge Barnard. At 11 o'clock, prompt, the signal for the start of the boats in the first class was given. The start was made in a new and novel manner, entirely out of the general rule, the yachts being required to start from an anchor, with all sails down, thus giving an excellent exhibition of the efficiency of the crews in making sail. When the word was given, a most exciting scene was witnessed, each crew, naturally vying with the others to "masthead" their sails, and gain whatever supremacy they might by their celerity. In some cases the halliards were led through snatch blocks, and a "walk away" was made with the slack, running the sails up with almost lightning rapidity. In this class the *Alert* was the first to fall away, followed a second later by the *Recreation*. In the schooners, the *Falcon* got the first start. The time of the first boat under way was 1 3-4 minutes. The course sailed over by the first class was a distance of twenty miles. Prizes were awarded as follows:—For sloops, first, silver cup, value, \$80; second, silver cup, value, \$25; for schooners, the same. The prize winners in this class were: the sloops, *Anna*, first; *Recreation*, second; schooners, *Adrienne*, first; *Alice*, second.

Five minutes later the signal for the second class was given, and away they flew over the fourteen-mile course under a "dandy" breeze. The prizes in this class were: first, silver salver, valued at \$50; second, silver pitcher, \$30. Smaller prizes were also awarded the winning boats classified under the head of keel sloops and centre-board sloops, in the same class. The first prize among the schooners was awarded to Lorelei, and the second to the Bessie. The Magic and Waif captured the first and second prizes, respectively, in the centre-board sloop class, and the keel winners were the Lily and the Hera, in the order named.

The next feature of the programme was the start of the third and fourth classes, which followed five minutes after the preceding class had got away. This was composed of keel and centre-board sloops measuring less than 25 feet, and a special class of open boats measuring 20 feet and less than 25 feet. The prizes, in the third class, in each classification, centre-board and keel, were: first, \$25; second, \$15; third, \$10. All these prizes were gold coin. In the fourth class the prizes were: first, \$20; second, \$10; in gold. The Posie carried away her topsail, when she had a fine lead off Sculpin Ledge buoy. The course sailed over was a distance of eight miles. The winners in the third class keels were: Raven, first; Judith, second; Sunbeam, third; Rebie, Venice, and Jennie L., of the centre-boards of the third class; Ibis and Amy taking the first and second places in the fourth classification. The fifth class was given the signal a few moments after that of the fourth, and in the hoisting of their sails a magnificent spectacle presented itself. The time made by this class in getting under way was eleven seconds. The distance sailed was five miles. The prizes in this class were \$20, \$15, and \$10, in gold coin; of which the Nonpareil, Vesper, and Charlotte, of the keels, respectively, took first, second, and third. In the centre-board division of this class the winners were Peri, Flora Lee, and Wildfire, in the order named.

The steamer William Sprague, with a large party of invited guests of both sexes, went over the course, and enlivened the scene with strains of popular music by the band on board, and on the Judges' boat a bountiful collation was served, while at the Club House a repast was served, and music and song added to the festivities of the occasion.

Summary :—

FIRST CLASS (SCHOONERS).

NAME.	OWNER.	LENGTH.		SAILING.			CORRECT.		
		ft.	in.	h.	m.	s.	h.	m.	s.
<i>b.</i> Adrienne,	J. Pfaff,	43	11	4	7	30	3	31	28
<i>b.</i> Alice,	W. L. Lockhart,	77	3	3	47	30	3	34	48

FIRST CLASS (SLOOPS).

<i>h.</i> Anna,	W. B. Lambert,	39	4	2-3	3	58	13	3	17	11
<i>b.</i> Recreation,	Abott & Merrill,	43			4	3	52	3	26	52

SECOND CLASS (KEEL SLOOPS).

<i>s. b.</i> Lily	Pond & Dillingham,	37			2	14	55	1	44	6
<i>d.</i> Hera,	Charles Weld,	37	1	3-4	2	32	11	2	1	27
<i>d.</i> Zulu,	A. L. Jackson,	27	8		2	43	6	2	2	2
<i>s. b.</i> Freddie,	M. J. Driscoll,	27			2	48	35	2	6	35
<i>d.</i> Viking,	S. P. Freeman,	36	4		2	39	11	2	7	45
<i>b.</i> Countess,	C. Armstrong,	30	6		2	47	51	2	10	18
<i>s. b.</i> Gleam,	R. V. King,				2	58	56	2	19	10
<i>s. b.</i> Mermaid,	W. C. Cherrington,	28	10		2	59	48	2	20	15

THIRD CLASS (CENTRE-BOARD SLOOPS).

<i>b.</i> Rebie,	J. P. Phinney,	23			1	34	25	1	6	55
<i>q.</i> Venus,	McKenzie & Stacy,	27	8		1	39	10	1	13	22
<i>l.</i> Jennie,					1	40	34	1	14	37

THIRD CLASS (KEEL SLOOPS).

<i>h.</i> Raven,	Elwell & Friend,	25	8		1	35	36	1	10	31
<i>j.</i> Judith,	E. T. Pigeon,	24	1		1	40	32	1	14	3
<i>b.</i> Sunbeam,	W. S. Nickerson,	25	2		1	40		1	14	30

		ft.	in.	h.	m.	s.	h.	m.	s.	
<i>s. b.</i> Whitewing,	Charnock Bros.,	22	3	1-3	1	46	34	1	18	18
<i>d.</i> Kitty,	N. M. Tayer,	24			1	51	50	1	25	19
<i>w.v.</i> Banneret	F. A. Daniels,				1	36	23	[not tak'n]		

FOURTH CLASS (OPEN BOATS, KEEL, AND CENTRE-BOARD).

<i>b.</i> Ibes,	J. K. Souther,	20	8		1	35	4	1	5	6
<i>h.</i> Amy,	E. W. Dexter,	21	3		1	34	50	1	5	31
<i>h.</i> D. Crockett,	H. H. Putnam,	21	7	1-3	1	38	6	1	9	8
<i>h.</i> Allie,	Wattles & Chapman	22	8		1	37	18	1	9	28
<i>h.</i> Joker,	George Coffin,	20	7		1	39	36	1	9	33
<i>q.</i> Herald,	W. B. Smith,	20	6		1	39	42	1	9	33
<i>b.</i> Posie,	F. C. Hersey,	22			1	38	10	1	9	44
<i>q.</i> Thorn,	F. M. Randall,	22	8		1	42	5	1	14	15
<i>h.</i> Thisbie,	S. A. Freeman,	21	5		1	40	10	1	15	2
<i>l.</i> Sadie,	J. F. Lee,	23	3		1	44	11	1	19	3

FIFTH CLASS (KEEL).

<i>w.v.</i> Nonpareil,	E. Lanning,	17	4		1	36	8	1	14	46
<i>l.</i> Vesper,	Benner Bros.,	19	1		1	35	2	1	15	8
<i>h.</i> Charlotte,	G. G. Garraway,	18	11		1	38	45	1	18	2
<i>s. b.</i> Lizzie,	J. S. Porter,	19	6		1	37	50	1	18	19
<i>w.v.</i> Elsie,	J. L. Clark,	16	7		1	43	45	1	21	12
<i>d.</i> Meteor,	C. Barnard,	17			1	43	10	1	21	37
<i>w.v.</i> Inez,	Goodrich Bros.,	19	7		1	41	8	1	21	30
<i>p.</i> Chiquita,	H. Wedger,				1	50	31	[not taken]		

FIFTH CLASS (CENTRE-BOARD).

<i>b.</i> Peri,	H. Parkman,	19	4		1	26	35	1	6	52
<i>h.</i> Flora Lee,	S. H. Freeman,	17			1	29	40	1	8	2
<i>q.</i> Wildfire,	H. A. Keith,	18	1		1	29	11	1	8	28
<i>q.</i> Nautilus,	H. M. Faxon,	17	10		1	33	21	1	9	36
<i>h.</i> Corsair,	W. H. Miles,	18	11		1	30	19	1	10	17
<i>h.</i> Sheerwater	W. M. Merrill,	18	8		1	31	45	1	11	31
<i>s. b.</i> Flirt,	J. P. Bullard,	16	5		1	34	15	1	12	3

		ft.	in.	h.	m.	s.	h.	m.	s.
<i>b.</i> Janet,	W. L. Phinney,	18	10	1	32	10	1	12	14
<i>q.</i> Gance,	J. M. Knight,	18	9	1	32	29	1	12	19
<i>q.</i> Diadem,	L. Hayward,	18	6	1	35	45	1	15	23
<i>h.</i> Idlewild,	H. W. Curtis,	17	3	1	37	25	1	15	59
<i>q.</i> Zip,	G. W. Morton,	16	7	1	41	38	1	19	35
<i>h.</i> Ripple,	A. B. Dunham,	16	10	1	43	34	1	21	45
<i>h.</i> Halloween	G. L. Turnbull,	19	3	1	44	34	1	24	48
<i>s. b.</i> Sylvan,	J. Bertram,	14	9	1	49	43	1	25	47

The observations used above before the name of the yachts have the following significance: *b.*, Boston; *h.*, Hull; *j.*, Jeffries; *w. v.*, Washington Village; *p.*, Phoenix; *d.*, Dorchester; *l.*, Lynn; *s. b.*, South Boston; *q.*, Quincy, yacht clubs.

Few changes occurred in the board of officers for 1883. On the Regatta Committee, Mr. John A. Stetson was appointed *vice* Mr. C. H. Plympton, and in the Membership Committee, Mr. John B. Meer *vice* W. S. Whitney, deceased. Secretary Dean was paid one hundred dollars, March 21, for his services. The following amendment to the Constitution, proposed by Mr. A. Russ, was carried April 25, by adding the following:—

“Members of the Club who reside out of the Commonwealth shall, by paying ten consecutive annual assessments while so residing, be enrolled a life member upon giving notice of their desire to avail themselves of this provision.”

The following letter was received by the Treasurer, and read at a meeting June 13:—

NEW YORK, May 21, 1883.

AUGUSTUS RUSS, Esq:—

DEAR SIR,—I would like to present the Boston Yacht Club with a challenge cup, to be won three times by the same boat, under such conditions as your Committee might name. If such a present would be acceptable, please notify me and I will give the order to have the cup ready by July 15. If there

are any members of the Boston Yacht Club who would like to join the American Yacht Club, send me their names and I will take care of them.

Yours, truly,

W. E. CONNOR.

The cup was accepted, but some discussion arose as to what class of boats should compete for it, whereupon Commodore Pfaff offered a prize of one hundred for such yachts as might not be included in the class allowed to race for the cup. A Committee, consisting of Messrs. T. Dean, Lovell, and Moody, was appointed to confer with Mr. Connor as to his preferences or intentions in the matter; but that gentleman left everything to the Committee intrusted with the cup, with the care of the matter, he offering nothing to qualify his letter of gift, in consequence of which the following report was drawn up and accepted:—

“The Committee recommend that the cup be sailed for as a Championship Cup, at such times as the Regatta Committee shall appoint in fulfillment of the letter of gift.

“That competition for the cup be open to all yachts of the Club 33 feet and upwards in sailing length, and to such yachts of shorter length not less than 30 feet long as shall call themselves 33 feet.

“That in such racing it is desirable to secure a course not unfavorable to schooners, substantially one-third part thereof to be, as nearly as practicable, dead to windward, and that on said windward course, the allowance to schooners shall be based on four-fifths their sailing length, that is to say, on said course to windward, allowance to be calculated on schooners as being only four-fifths of their actual sailing length, computing the windward course as a straight line.”

It was also voted that the following inscription be engraved on the cup:—

BOSTON YACHT CLUB
CHAMPIONSHIP CUP.

Presented by Washington E. Connor, of New York.

1883.

Commodore Pfaff's offer of one hundred and fifty dollars by the Club was accepted, and the Regatta Committee was instructed to procure a prize cup which should be a Championship Cup. It was then voted, August 29, that the sailing regulations, as prepared by the Regatta Committee for the race of September 1, be the Club regulations for that occasion, and for that occasion only; the regulations as printed by them to be modified to this extent, that the first class yachts be not required to carry boats. A Committee, consisting of Messrs. J. P. Phinney, Rear-Commodore Welch, and Thomas Dean, was then appointed to revise the Club Sailing Regulations.

The first race for the Connor and Pfaff cups was sailed Saturday, September 1, the start being made off the Club House. Six boats only entered for the Connor cup, and three for the Pfaff. The contestants were: For the Connor cup,—Shadow, John Bryant; Nimbus, Bernard Jerney; Anna, William B. Lambert: Adrienne, Jacob Pfaff; Tempest, H. F. Whittier; Magnet, Dr. G. W. Atwood. For the Pfaff cup,—Rebie, J. P. Phinney; Frolic, A. J. Wright; and the Waif. The boats of both classes were started at 10.37 1-2 o'clock, and the courses sailed were as follows:—First class: From off the Club House, through the Narrows, leaving Spectacle Island, George's Island, Point Allerton buoy on starboard, Harding's bell-buoy, Whistling buoy off the Graves, Egg Rock Head buoy on the port; Fawn Bar buoys on the starboard, to the Judges' boat, passing between it and the flag boat. For the second class: From off the Club House, through the Narrows, leaving Spectacle Island, Nix's Mate bell-buoy, Gallop's Island, George's Sound and Point Allerton buoy on the starboard; Harding's bell-buoy on the port; Point

Allerton buoy on the port, through the Narrows, leaving George's Island, Gallop's Island, Nix's Mate bell-buoy on the port, to the Judges' boat, passing between it and the flag boat.

The wind was light throughout the race and gaff-topsails and balloon jibs were carried all the way around by nearly all the boats. From Egg Rock to the Judges' boat the first class boats had the wind free, as it was blowing from the north-west, and a little better time was made. The Shadow was the winner. Time: correct, 3 hours, 55 minutes, 30 seconds. In the second class, the Frolic covered the course in 1 hour, 41 minutes, and was declared the winner. The tug William H. Clark was used as a Judges' boat, and the steamer Pope Catlin was chartered by the Club to convey its guests over the course.

Mr. W. E. Connor's new yacht, the Utowana, appeared for the first time in Boston waters. She came to attend the Regatta, and had on board Mr. Connor, Mr. George Gould, son of Jay Gould, and Mr. Lawrence, of New York.

In the absence of Mr. Dean at the meeting October 31, Mr. C. F. Loring was elected Secretary *pro tem*, and a vote of thanks to Mr. W. E. Connor and Commodore Pfaff for the prize cups was passed. On motion of the Treasurer, it was voted that blanks be sent to each member before the annual meeting, containing titles of officers to be balloted for, so that the voters could fill out their blanks at their leisure.

CHAPTER VIII.

1884-1887.

AT the annual meeting held in the Parker House January 30, 1884, the following change in the board of officers was effected: Vice-Commodore, W. L. Lockhart; Rear-Commodore, J. B. Meer; Regatta Committee, Charles L. James and George H. Tyler *vice* J. P. Phinney and F. E. Peabody; Membership Committee, D. B. Curtis *vice* C. E. Russ. The next important business of the meeting was the passage of the following amendment to article XIII of the Constitution: "All voting shall be by representatives of yachts, by life members, and by other members who have paid ten annual assessments." Messrs. C. F. Loring, J. P. Phinney, and George H. Tyler were appointed delegates to represent the Club at the Convention held February 7, for the purpose of organizing the New England Yachting Association. Vice-Commodore Lockhart having resigned, Rear-Commodore J. B. Meer was, on May 7, elected to fill the office, and Mr. W. E. Connor, of New York, Rear-Commodore; while Mr. Thomas Manning was elected a Trustee *vice* Thomas Mack, resigned. On May 16 Mr. Tyler reported that the Telephone Company would furnish the use of a telephone and appliances connected by a special wire with the Club House at a cost of \$90, for five months, whereupon, the Commodore was instructed to execute the contract.

A Committee, consisting of Messrs. A. Russ, Augustus Lothrop, and Eben Denton, was appointed June 25, to confer with Messrs. Lawley Brothers regarding the purchase of their property; but they reported, August 20, that it was inexpedient to accept the offer of sale. Mr. C. F. Loring officiated as Secretary *pro tem* at this meeting, while Mr. C. W. Jones filled the same office on July 30. On account of the low

funds in the treasury, Secretary Dean would not accept the Club appropriation to him of one hundred dollars. Resolutions of condolence were drawn up by the Club on the death of Mr. George H. Tyler.

The second of the series of races for the championship cups was sailed Saturday, August 9, 1884. It was a great day for heavy boats. The wind blew almost a gale from the north-east; a heavy, choppy sea was on; and a swell, which bothered small craft, was encountered in the outside Bay. Nevertheless, of the fifty boats that had entered to participate in the Regatta, only about twenty appeared. The steamer Wesley A. Gove was used by the Judges and Regatta Committee. At 10 o'clock the signal was sounded for the first and second class boats to form into line, and at 10.33 o'clock they were started together from anchor. The race for the Connor cup was of course the event of the day. The starters in this race were the Adrienne, (Commodore Pfaff's boat,) the Shadow, Tempest, Nimbus, Lily, and Ella May. The great race of the day was between the Adrienne and the Shadow, the latter battling for a second leg in the rich prize, and the former making a desperate struggle to get one score upon it. The Adrienne had to do some quick work to win, as she had to allow her next opponent 31 minutes on account of the difference in length. The finish was crossed in the following time: Adrienne, 2.56 o'clock; Tempest, 3.26 1-2 o'clock; and Shadow, 3.29 1-2 o'clock. By allowance, the Shadow won over the Tempest, and the result was that the first gained a leg in the Connor cup. The Shadow won \$30, second prize; and the Tempest won \$20, a third prize.

The Pfaff vase was hotly contested for by nearly a dozen boats, but most of them could not work through the heavy outside sea. They sailed the following course: From off the Club House, out Broad Sound, leaving Spectacle Island, Nix's Mate bell-buoy, Ram Head buoy on the starboard; Fawn Bar buoys on the port; Whistling buoy off the Graves on starboard; Fawn Bar buoy on the starboard; Ram Head buoy and

Nix's Mate bell-buoy on port, to Judges' boat, passing between it and the flag boat. The best of the racing was shown by the Sea Bird, Eva, and Kitty, the boats that divided the prizes as well as the honors. The first took a leg in the Pfaff cup; the second won \$30, and the third \$20. In the first race the Nimbus lost a topmast, and the Ella May shipped a load of water, compelling her to go hunting for the shore. The Judges were Thomas Dean, Eben Denton, and Coolidge Barnard.

An easterly breeze, which blew from sunrise until late in the afternoon, and an India-ink sky, which gave the waters of Dorchester Bay the appearance of a sea of liquid sepia tint, made September 13 a glorious day for yachting. The Regatta was the third of a series of champion races by boats of the Club for the Connor cup and the Pfaff vase. The Frolic and Seabird, having left the Club squadron, the "legs" won in the latter trophy were "off." In the race there was all that could be desired for skipping, and interest ran high, almost to fever heat, among yachtsmen. The Shadow was a foe worthy of the Adrienne's metal, and was stripped for the contest, and a nip-and-tuck race was the result in the aquatic struggle for the Connor cup. There were seven entries, and all started and sailed a comparatively close race. This class and the second were started together at 12.30 o'clock, the Adrienne taking the lead at the outset, in her class. This she maintained and increased until the finish, closing fully 31 minutes and 25 seconds ahead of the second boat, which was the Shadow, but upon allowance and corrected time the lead was decreased to 1 minute and 23 seconds. It was a noble struggle all along the twenty-five mile course. When off Long Island Head the Undine lost her topmast, which robbed her of any chances. In addition to the cups there were prizes of \$30 and \$20. The former amount went to the Shadow, and the latter to the Undine.

The race for the Pfaff vase was as lively as the first class contest. Of ten boats that had entered, eight started, and only one failed to cover the course. To every yacht that com-

pleted the course in both classes was given a silken Club signal. In this class the centre-board *Eva* took a \$30 prize, and the keel boat *Kitty* took the \$20 consolation.

The following summary gives the details of the races:—

FIRST CLASS.

NAME.	OWNER.	LENGTH.		SAILING.			CORRECT.		
		ft.	in.	h.	m.	s.	h.	m.	s.
<i>Adrienne</i> ,	J. Pfaff,	64	2	3	45	15	3	16	
<i>Shadow</i> ,	D. J. Bryant,	34	6	4	16	40	3	17	23
<i>Undine</i> ,	B. Dean,	50	9	4		18	3	23	13
<i>Tempest</i> ,	H. F. Whittier,	56	9	4	5	20	3	29	36
<i>Brenda</i> ,	J. H. Abbott,	63	5	4		10	3	30	18
<i>Clytie</i> ,	F. Cunningham,	34	9	4	30	52	3	32	5
<i>Lily</i> ,	W. B. Gale,	36	11	4	38	54	3	43	44

SECOND CLASS.

<i>Edna</i> ,	A. F. Smith,	28	6	2	31	55	1	46	13
<i>Eva</i> ,	Daniel Sargent,	26		2	47	14	1	57	38
<i>Kitty</i> ,	E. H. Tarbell,	23	1	2	58	31	2	3	40
<i>Saracen</i> ,	W. P. Fowle,	24	1	2	56	44	2	3	46
<i>Ada</i> ,	W. H. Wilkinson,	24	1	2	57	11	2	4	13
<i>Folly</i> ,	J. F. Sheppard,	27	1	2	55	31	2	7	39
<i>Echo</i> ,	B. M. Putnam, Jr.,	25	4	3	3	44	2	16	1
<i>Ione</i> ,	John Wilds,								[did not return]

The sum of one thousand dollars was appropriated October 8, 1884, to be used by the House Committee in the improvement of the Club property. Mr. D. B. Curtis acted as Secretary of this meeting. The Regatta Committee reported March 18, 1885, that, owing to the various expenses of the Club, they would dispense with "Ladies' Day," this season, and that only Regattas would be held. The Club-book was for the same reason not issued. A letter was received, July 1, from the United States Hydrographic Office of Boston, tendering the services of the office to members of the Club.

The event of importance in the Regatta sailed Saturday, June 14, 1885, was the final heat earned by Captain Jacob Pfaff's trim schooner *Adrienne*, in the races for the magnificent hammered-coin silver cup of Mr. Connor. The day was a good one for racing; a stiff breeze held on constantly from the south-west. There were not as many boats in the Regatta as were expected to participate, but the season was so backward that the heavy boats were tardy in getting in commission and most of them were unprepared to race. Only two schooners, the *Adrienne* and *Tempest*, and two sloops, the *Undine* and the *Shadow*, appeared. At 10.30 o'clock the boats in the first and second classes started from anchor and got away in good order and fine effect. The smaller boats, of the second class, of course, trimmed to wind quickly and darted off, taking first water; but in the cloud of sail, the towering canvas of the *Adrienne* could be seen forging ahead, and at Spectacle Island she led the entire fleet. This lead she maintained to the end, continually increasing her points as she rounded every buoy and turning stake, and crossed the line at 2.24 1-3 P. M., having sailed a course of over twenty-five miles in nearly four hours. The *Undine* gave the *Adrienne* a rub over a portion of the course, and would have probably made it warm for her at the finish had she not lost her topmast as she cleared Nix's Mate. The *Undine's* skipper, undaunted, made the best of what canvas he had left, and held to the wake of the fleeing *Adrienne* and crossed the line only 38 seconds behind, by corrected time. The *Tempest* crossed third, and the *Shadow* fourth. By this result the *Adrienne* took the Connor cup as her exclusive property.

The time given of *Adrienne*, *Undine*, and *Shadow*, is based on their sailing length after remeasurement. The *Shadow* requested measurement of *Adrienne*. *Adrienne* then requested measurement of *Undine*. Both *Adrienne* and *Undine* proved about a fourth longer than the length sailed on,—*Adrienne* 14 inches, *Undine* 13 inches. Then the *Shadow* claimed that the length of the *Adrienne*, as ascer-

tained, gave the Shadow the race of September 13, 1884, which the Adrienne held by only 42 seconds. To meet this claim, the Shadow, on request of Adrienne, was measured and found to be 34 feet 10 inches sailing length, instead of 34 feet 6 inches. On this new measurement of the Adrienne and the Shadow, the former retains her race of last September, though by 22 seconds in place of the 42 seconds as recorded.

A half-dozen trim craft started in the second class for the Pfaff cup. They were the Mabel, cat boat, Captain George Howe; Saracen, cutter rigged, Captain W. P. Fowle; Alda, sloop, Mr. Wilkinson; Eva, sloop, Mr. Daniel Sargent; Edna, cutter, Mr. George Lawley; and the Kitty, sloop, Messrs. Tarbell and Adams. The course sailed by this class was No. 5, a distance of eighteen miles. The Edna showed over the line first, the Eva second, and the Kitty third, with the Saracen in fourth place. The tugs William H. Clark and Francis J. Ward followed the yachts, and Captain Abbott also followed in his steam yacht Nerita.

Summary:—

FIRST RACE.

NAME.	SAILING.			CORRECT.		
	h.	m.	s.	h.	m.	s.
Adrienne,	3	55	3	3	26	42
Tempest,	4	13	31	3	37	47
Undine,	4	3	32	3	27	37
Shadow,	4	30	44	3	32	1

SECOND RACE.

Edna,	5	25		2	42	9
Eva,	3	30	10	2	43	40
Kitty,	3	37	28	2	47	10
Saracen,	3	46	51	2	57	12
Mabel,	3	55	15	2	57	49
Alda,	3	55	20	3	5	41

A Committee, consisting of Messrs. Benjamin Dean, Augustus Russ, J. A. Stetson, J. P. Phinney, C. W. Jones,

Eben Denton, Otis D. Dana, the Commodore and Vice-Commodore, was appointed, June 3, to have full power to negotiate for and purchase the land adjoining the Club property, owned by Mr. Luther Pierce, which they bought for five thousand dollars, retaining the privilege of buying the house and corner lot, within two years, for three thousand dollars extra. This purchase gave the Club excellent water facilities, and otherwise increased the Club's advantage.

The race for the Pfaff cup for second class yachts took place Thursday, July 16. The course sailed was from off the Club House, through the Narrows, leaving Spectacle Island, Nix's Mate bell-buoy, Gallop's Island, George's Island, and Point Allerton buoy, on the starboard; Sound Point Beacon on the port; Harding's bell-buoy on the port; Point Allerton buoy on the port; through the Narrows, leaving George's Island, Gallop's Island, and Nix's Mate bell-buoy on the port, Sound Point Beacon on the starboard, to the Judges' boat. In addition to the Pfaff cup, a second cup was awarded to the second boat, and \$15 to the third. The wind before the start was blowing light from the east, and it did not blow over five knots at any time during the race. The Judges, Messrs. Thomas Dean (chairman), Eben Denton, and Coolidge Barnard, and other members, followed the races in the tug William H. Clark. Promptly at 10 o'clock the whistle was blown, notifying the yachts to get into position. The sloops Eva, Kitty, Edna, and Alda, and cat-boat Alert, were started at 10.30 o'clock. It was a most uninteresting race from start to finish, on account of the light wind. At the time when the Eva had the best of the race, she was run aground after passing Bug Light, and all hands were compelled to get out and shove her off. She was hung up over two minutes, which allowed the Kitty to get far enough ahead to win the race.

The following is the summary:—

NAME.	OWNER.	LENGTH.	SAILING.			CORRECT.		
		ft. in.	h.	m.	s.	h.	m.	s.
Kitty,	E. H. Tarbell,	24 4	5	52	5	4	59	35
Eva,	D. Sargent,	26 6	5	49	54	5	1	6
Edna,	A. L. Smith,	29 2	5	53	10	5	58	27
Alda,	W. P. Wilkinson,	24 2	5	59	8	5	6	20
Alert,	T. P. Holt,		[withdrawn]					

Some discussion was raised, at the election of officers for 1886, regarding the re-election of Mr. Connor for Rear-Commodore, it being thought by some that that office should be held by a resident member; but on the vote being taken he was re-elected. The Club House was painted during May, and eight new lockers built. Privilege of the Club House and landing of the Portland Yacht Club was tended this Association, which courtesy was returned by this Club. Commodore Pfaff sent in his resignation April 26, on account of illness, which necessitated his spending the yachting season abroad. No action was taken in the matter by the Club. Mr. D. B. Curtis resigned his position on the Membership Committee June 9, and was succeeded by Mr. Charles L. James. The following letter was received by the Club:—

UNITED STATES FLAGSHIP TENNESSEE, }
NEWPORT, R. I., October 1, 1886. }

COMMODORE JACOB PFAFF, Boston Yacht Club:—

DEAR SIR,— Will you have the kindness to inform me of the total number of officers and seamen employed in the yacht squadron under your command?

In case you should not have this information, I venture to suggest the blank form herewith inclosed, which might be sent to each yacht owner of your command, with a request to fill it out and return it to my address, care of Navy Department, Washington, D. C.

If full returns are made from all yacht squadrons, statistics will be obtained in regard to your yacht service which cannot but prove of much general interest and of no small value to the Government. Very respectfully,

S. B. LUCE, *Rear-Admiral,*

Commanding U. S. Naval Forces at North Atlantic Station.

The Regatta sailed Thursday, July 22, 1886, in the Champion Cup series, was not a success. For a perfect Regatta two things are essential,—boats and wind,—and in this race both these elements that go to make up a full-fledged regatta, were missing. The Adrienne was the only schooner that showed up, and there was no race in her class. She started to go over the course, but it was not her kind of a day, so when between Nahant and Fawn Bar she stopped racing. The Violet and Shadow were the only boats that started in the class for first class sloops, and both were withdrawn before the race was half finished. Four boats sailed in the second class, and as the course was a short one, only fifteen miles, they all finished, the first in about 4 1-2 hours, and the last in nearly 5 hours. The start from anchor was made by all the boats at 10.50 o'clock, and it was fully 45 minutes before they crossed the line for the starting time to be taken. It was a creeping race. There was not a stir of air, and one could almost write his name on the water it was so dead. The race gave the Eva two legs in the Pfaff cup. The Echo took the second prize of \$10, and this was the only prize that was won during the day.

Summary :—

SECOND CLASS SLOOPS.

NAME.	OWNER.	LENGTH.		SAILING.			CORRECT.		
		ft.	in.	h.	m.	s.	h.	m.	s.
Eva,	D. Sargent,	26		4	17		3	30	30
Echo,	E. L. Burwell,	25	2	4	28	10	3	40	21
Mabel,	N. H. Wilkinson,	27	41-2	4	27	22	3	42	26
Edna.	George Lawley,	28	10	4	35		3	52	47

CHAPTER IX.

1887 - 1891.

THE change in the board of officers for 1887 was as follows: Commodore, Augustus Russ; Vice-Commodore, J. B. Meer; Rear-Commodore, J. P. Phinney; Treasurer, D. A. Dorr; Membership Committee, Messrs. J. B. Meer, E. H. Tarbell, J. Alfred Mitchell. A vote of thanks was extended to the retiring Commodore for his faithful and valuable services rendered during his administration. He was then elected an honorary member of the Club. It was voted April 27, at which meeting Mr. D. A. Dorr presided as Secretary *pro tem*, that a Club-book should be issued.

The big Regatta of the Eastern Yacht Club, during which the *Mayflower* and *Sachem* won the race, interfered with the success of the Boston Yacht Club's Regatta held Thursday, June 23, 1887. It was expected that two classes would start,—first class sloops and first class schooners, and second class boats,—but only two yachts of the second class, the *Echo* and the *Edna*, were ready to start. The race was postponed for half an hour for the *Mabel*. The start was from anchor, the boats forming in line, and the *Echo* got the best of it. The course was from off the Club House, out Broad Sound, leaving Spectacle Island, Nix's Mate bell-buoy, Ram's Head buoy on the starboard; South Point beacon, Fawn Bar buoys on the port; Whistling buoy off the Graves on the starboard; Fawn Bar buoys on the starboard; Ram Head and Nix's Mate bell-buoy on the port; South Point beacon on the starboard; Spectacle Island on the port; to the Judges' boat. The race was a procession from the start to the turn at the Whistling buoy off the graves. The *Edna* crossed the line nearly ten minutes ahead of the *Mabel*, which beat the *Echo* by about three minutes, although the latter was

given second place on time allowance. The Edna, having won the Champion Cup twice before, her victory in this race entitled her to its permanent possession. Commodore Russ's launch Galatea was occupied by the Judges, Messrs. Dean, Denton, and Barnard, while the members of the Club were on the tug William H. Clark, and after enjoying their own Regatta, went off to witness that of the Eastern Club.

Summary:—

NAME.	SAILING.			CORRECT.		
	h.	m.	s.	h.	m.	s.
Edna,	2	50	55	2	8	27 1-2
Echo,	3	1	58	2	14	8 1-2
Mabel,	2	58	48	2	14	18

The Regatta of Thursday, July 7, as far as the number of boats contesting was concerned, cannot be said to have been a success. It was a regular Regatta, and the prizes were two silver cups donated by Vice-Commodore J. B. Meer, one for sloops and the other for schooners. The race was announced for 10.30 o'clock, and when the signal was given for the start only two boats answered to the call, the sloops Undine and Shadow. The Adrienne was ready and willing to start in the schooner class, but could find no competitor, therefore her owner did not wish to sail her over the course and secure the cup without at least a semblance of a race with some other yacht of her own class.

A fine westerly breeze was blowing when the signal was given to start, and the Undine and the Shadow crossed the line about even. The course sailed was a distance of twenty-five miles. The following is a summary:—

NAME.	SAILING.			CORRECT.		
	h.	m.	s.	h.	m.	s.
Shadow,	4	8	30	3	9	50
Undine,	3	55		3	17	50

The Club lost by death Mr. Dexter S. Stone, one of the Charter members and at one time its Measurer, on which

occasion resolutions of sympathy were entered in the Club journal, and a copy of the same sent his widow, who, in a letter of thanks, gave the Club as a testimonial of her late husband, a complete set of "Hunt's Magazine." The entire list of officers were re-elected for 1888. The Puritan Canoe Club leased from the Club the work-shops and their part of the Piercè premises. A Club dinner was proposed at this meeting, it being the first of this class of entertainments indulged in by this Club for several years. A list of members who had resigned, and those discharged, was ordered printed in such form that it could be inserted in the Club-book.

The subject of an Open Regatta was discussed at the meeting held May 23, when it was decided that this class of races was both expensive and undesirable, while the strictly Club Regatta was anything but exciting or interesting. The question, then, as to whether a regatta, under the existing low state of the Club treasury, was necessary, was left with the Regatta Committee, who decided to dispense with a regatta for the season, which action was continued up to the year of closing this history. An invitation was received from the Portland Yacht Club to attend their regatta, but was declined. It was next ordered that the roadway between the entrance on Sixth Street and the wharf, which was in a very bad condition, should be put in order. Appropriate resolution was then passed on the death of Vice-Commodore John B. Meer. The Club was invited, by the New York Committee on the Centennial Celebration of the Inauguration of George Washington as President of the United States, to participate in the festivities, but the invitation was declined. The change in the Board of Officers for 1889 was as follows: Commodore, W. H. L. Smith; Vice-Commodore, William P. Fowle; Rear-Commodore, Nathaniel G. Herreshoff; Mr. Jefferson Borden in the Regatta Committee; and Mr. L. S. Jordan in the Membership Committee. A new design for a Life Member Certificate was accepted April 24. This consisted of a very handsome engraving, finely printed on plate paper. The meeting of

May 13 was held at the residence of Commodore Smith, 40 Mill Street, Harrison Square, when an amendment was made to Article XIII of the Constitution, referring to voting by proxy, which power should be written within three months prior to the meeting at which such vote should be given. An amendment was also made to Article XIV of the Constitution, regarding the re-instating of a member after his discharge or resignation. Five hundred dollars was then appropriated for the purpose of building float stages, and yachting accommodations at the Club House. Mr. L. S. Jordan was appointed Flag Officer for the season; and the House Committee was requested to provide Rules and Regulations to govern the letting of Club property. A copy of the memorial proceedings was received from the Corinthian Club of New York on the occasion of the loss of W. A. W. Stewart and C. Smith Lee, of the yawl Cythera. Eugene A. Pope acted as Secretary of the meeting held October 30. A special meeting was called January 9, 1890, to take appropriate action on the memory of Commodore W. H. L. Smith, whose death was announced a few days previous. A Committee, consisting of ex-Commodore Russ, Secretary Dean, and Mr. E. Denton, drew up the following resolutions:—

Resolved, That the members of the Boston Yacht Club desire to place on record their deep sense of the loss which they have experienced in the decease of their Commodore, W. H. L. Smith.

Resolved, That the Club has special reasons to mourn his departure, as he was one of the earliest promoters. And among the generous deeds of his active and useful life, the liberality and public spirit which he displayed in his prompt assistance to the Club by the advancement of the sum necessary to erect its Club House, will always be remembered while any of his associates remain.

Resolved, That, while for more than twenty years of active association with us, his zeal, his wisdom, and his judgment have contributed to our prosperity, our hearts are deeply touched by the information that in his last hours he thought

even of us, and with us, and with his hopes of life were mingled plans for the future success of the institution he had labored to build and establish.

The change in the board of officers for 1890 was: Commodore, Augustus Russ; Vice-Commodore, John A. Stetson; Regatta Committee, W. H. Wilkinson; and Alfred Mitchell, on the Membership Committee. It was then voted that \$500 be paid annually on account of the mortgage, the same to constitute a part of the Permanent Fund. After which action a Committee was appointed to convey to ex-Commodore Dean the good wishes of the Club, and their regret that his illness prevented his being present at their meeting.

A large part of the premises of the Club was taken by the City of Boston to extend the South Boston Park. In consequence of which Mr. A. Russ prepared a petition for a jury to fix the damages due the Club on account of the action of the Park Commissioners. The old board of officers was re-elected for 1891.

Thus ends the first twenty-five years of the history of the first Yacht Club in New England. In this quarter of a century of activity Boston has taken the first rank in yachting matters, forged ahead of all other cities in the Union. This is mainly because the designers have constructed their craft on purely mathematical principles, and men of capital with a love for this manly and invigorating pastime have not been backward in expending large sums of money to encourage this science. Whatever reputation Boston has attained in yachting she has fairly and squarely earned. The three successive defenders of the America's Cup—Puritan, Mayflower, and Volunteer—are products of Boston's brains, and as long as the old Puritan town is relied upon to defend this Cup, she will not disappoint those who place their dependence in her.

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JOHN A. STETSON.

REAR-COMMODORE,
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SECRETARY,
THOMAS DEAN.

TREASURER,
DUDLEY A. DORR.

MEASURERS,
D. J. LAWLOR, J. B. SMITH.

TRUSTEES,
BENJAMIN DEAN, THOMAS MANNING,
EBEN DENTON.

REGATTA COMMITTEE,
J. P. PHINNEY, G. RIPLEY HOWE,
WALTER L. DEAN, JEFFERSON BORDEN,
W. H. WILKINSON.

MEMBERSHIP COMMITTEE,
L. S. JORDAN, E. H. TARBELL,
J. ALFRED MITCHELL.

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Mariquita,	Alga,	Choctaw,	Xara,	Marguerite,
Nepenthe,	Saraccn,	Princess,	Kuma,	Nymph,
Kara,	Dorothy Q.,	Nautilus,	Rosalind,	Dorcas L.,
Starling,	Storm King.	Shearwater,	Jathiel,	Seneca,
Nashawena,	Unquowa,	Lucille,	Herald,	Thelma,
Fleur.de-lis,	Milicete,	Gladys,	Gossoon,	Princess,
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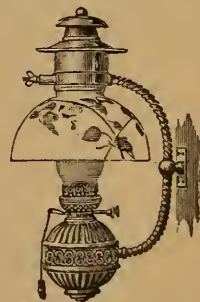
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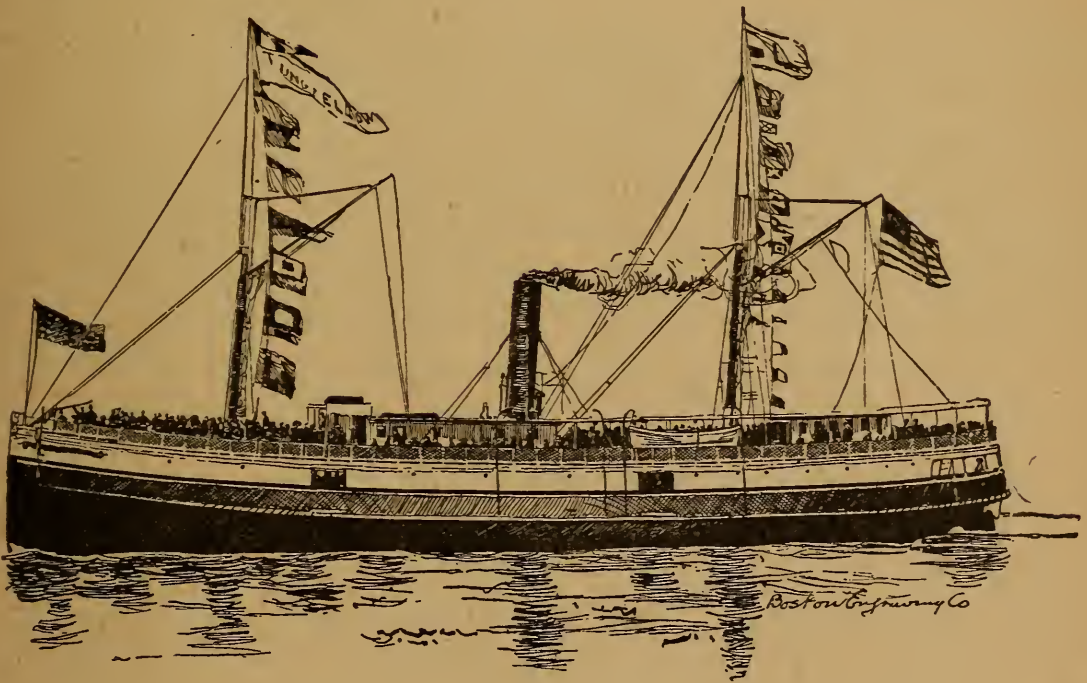
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Charles Armstrong,	Riverside Press, Cambridge.
G. Wilson Atwood,	17 Tremont Street, Boston.
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George H. Balch,	30 Kilby Street, Boston.
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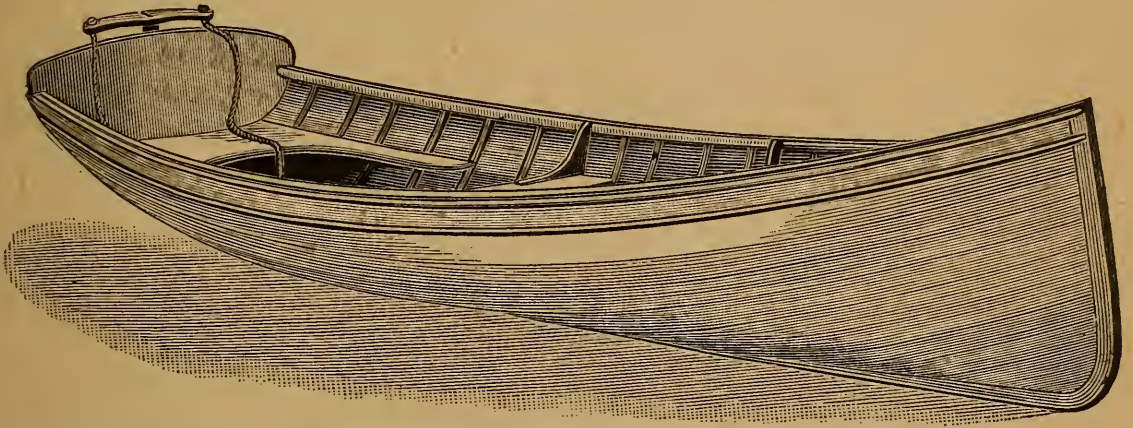
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S. Lawrence French,	53 Devonshire Street, Boston.
C. E. Fuller,	1 State Street, Boston.
C. W. Galloupe,	28 State Street, Boston.
William Gaston,	28 School Street, Boston.
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David Hall,	30 School Street, Boston.
D. Almy Hall,	231 Washington Street, Boston.
W. F. Halsell,	174 Tremont Street, Boston.
Augustus Hemenway,	23 Court Street, Boston.
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N. G. Herreshoff,	Bristol, R. I.
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W. L. Lockhart,	199 Bridge St., Cambridgeport.
Augustus Lothrop,	21 Federal St., Boston.
T. O. Loveland,	196 Marlboro Street, Boston.
E. F. Lucas,	Fall River.
Richard F. Loring,	Braintree.
Thomas Manning,	6 Oliver Street, Boston.
Thomas Manning,	45 Beaver St., New York City, N.Y.
James McIntire,	844 Broad Street, South Boston.
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W. B. Merrill,	104 Water Street, Boston.
Moody Merrill,	27 Pemberton Square, Boston.
J. Alfred Mitchell,	City Hall, Boston.
Johnson B. Moody,	16 Greenwich Park, Boston.
Albert W. Nickerson,	85 Milk Street, Boston.
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James Notman,	99 Boylston Street, Boston.
Aaron P. Ordway,	30 Hanover Street, Boston.
E. M. Padelford,	Baltimore Club, Baltimore, Md.
Francis E. Park,	922 East Broadway, South Boston.
Charles A. Parker,	63 Federal Street, Boston.
Frank E. Peabody,	113 Devonshire Street, Boston.
Charles Pfaff,	183 Congress Street, Boston.
Jacob Pfaff,	16 Arch Street, Boston.
J. P. Phinney,	770 East Fourth Street, S. Boston.
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Henry L. Pierce,	200 State Street, Boston.

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W. F. Whitney,	228 Marlboro Street, Boston.
R. S. Whitney,	71 Devonshire Street, Boston.
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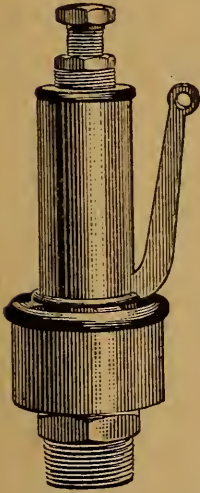
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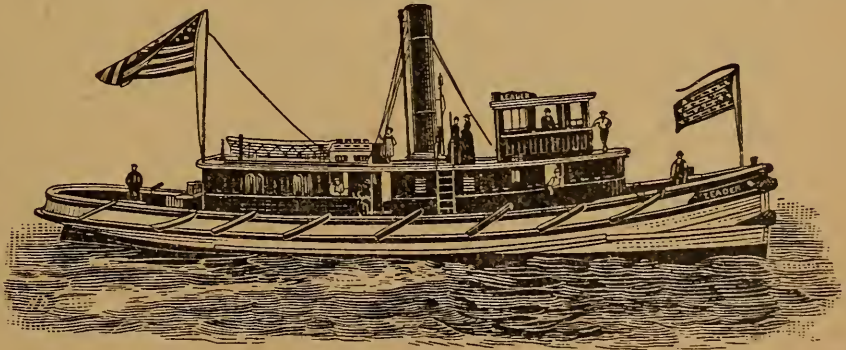
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YACHTS OF THE BOSTON YACHT CLUB.

LIST OF STEAMERS. 1891.

NAME.	OWNER.	PORT.	Length		Breadth.	Draft.	Keel or Centre Board.	TONNAGE.	
			over all.	on Water Line.				Old.	New.
			ft. in.	ft. in.	ft. in.	ft. in.		ft. in.	
Annie S., Atalanta,	E. A. Pope, Jay Gould,	Boston,	110	99	16 6	6			
Carifa, Fulmar,	A. H. Davenport, A. C. Fernald,	New York, Boston,	248	228	26 5	11			81. 568.
Galatea,	{ A. Russ, C. A. Russ,	Boston,	41	35 4	7 6	3 4	Keel.	32.24	16.12
Gleam, Gracie,	{ John P. Cushing, A. P. Ordway,	Boston, Beverly, Boston,	41	36	8	3 3			
Ianza,	{ John Evans, James Anderson,	Boston,	80	70		5 6			
Iris, Jackal, Marie,	{ R. S. Whitney, F. Cunningham, W. F. Smart,	Boston, Nahant, Boston,	51	45	10	3 6			
Now Then,	J. Edward Addicks,	Boston,	30	27	6 6	2			
			45		10	4			
			35		7 6	2 3			
			28	24 3	4 6	2			
			86	85	10	4			10.28

TELEPHONE 310-3.

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Marine ✕ Railway ✕ Company,

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BLACKSMITHING!

VESSELS WATERED.

FALL RIVER MARINE RAILWAY CO.

P. O. BOX 525.

FALL RIVER, MASS.

LIST OF STEAMERS. 1891.

NAME.	OWNER.	PORT.	Length		Breadth.	Draft.	Keel or Centre Board.	Draft with Screw down. ft. in.	TONNAGE.	
			over all.	on Water Line.					Old.	New.
Persis,	S. Hollingsworth,	Boston,	26	24	5 6	2 3				3.
Signal,	W. L. Wellman,	Boston,	28	25 6	5 6	2 3				
Viking,	R. H. White,	Boston,	145	125	22	10				72.
Zuella,	S. H. Roper,	Boston,	32	31	4	1		3	/	
Lolita,	J. W. Abbott,	Boston,	51 6	44	10 3	5 8				17.90
Millissa,	C. S. Eaton,	Boston,	83	65	14 6	6				

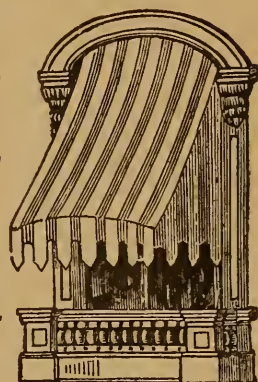
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GEORGE LAWLEY & SON CORPORATION

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* BUILDERS OF *

Puritan,	Mayflower,	Sachem,	Pappoose.	Gundred,	Gossoon.
Merlin,	Princess,	Thelma,	Alga,	Helvetia,	Baboon,
Marguerite,	Janira,	Chiquita,	Saracen,	Owenah.	Mineola,
		Milicete.	Nashawena.		

LIST OF SCHOONERS. 1891.

NAME.	OWNER.	PORT.	Length		Breadth.	Draft.	Keel or Centre Board.	TONNAGE.	
			over all.	on Water Line.				Old.	New.
			ft. in.	ft. in.	ft. in.	ft. in.		ft. in.	
Adrienne,	J. J. Souther,	Boston,	71	60	9 18	9	Keel.	85.25	46.25
Alice,	Wm. L. Lockhart,	Boston,	82	74	11 20	9	Keel.	80.	49.49
America,	B. F. Butler,	Boston,	100	90	3 22	8	Keel.	170.	89.59
Clochette,	C. W. Galloupe,	Boston,	56	48	14	6	Keel.	32.	17.05
Dreadnought	A. W. Nickerson,	Boston,	130	115	9 24	6	Keel.	264.03	125.33
Gracie,	E. E. Tower,	Cohasset,	78	68	6 21	5	C. B.	75.	53.84
Gundred,	B. Vaughan,	Boston,	54	45	6 14	6	Keel.		
Pastime,	Odin B. Roberts,	Boston,	43	38	6 14	2	Keel.	23.	
Princess,	C. B. Tower,	Boston,	42	35	9 13	4	Keel.	21.78	13.51
Troubadour,	Wm. L. Lockhart,	Boston,	97	88	4 24	2	C. B.		
Vesta,	F. F. Ayer,	New York,	124	108	25	10	C. B.	206.	119.49

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C. A. PERKINS,
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YACHTS' LAUNCHES' AND BOATS' CUSHIONS.

TRANSOM AND SOFA CUSHIONS. BERTH MATTRESSES AND SPRINGS,

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SHADES AND WIRE SCREENS FOR SKYLIGHTS AND COMPANION WAYS.

AWNINGS AND FLAGS OF EVERY DESCRIPTION.

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UPHOLSTERERS AND INTERIOR DECORATORS,

701 TREMONT, ST. - - BOSTON.

LIST OF SLOOPs, CUTTERS, AND CATRIGs. 1891.

NAME.	RIG.	OWNER.	PORT.	Length		Breadth.		Draft.	Keel or Centre Board.	TONNAGE.	
				overall.	Water Line.	ft.	in.			ft.	in.
Alcedo,	Cat,	Geo. R. Howe,	Boston,	18	15	10	7	2	8	C. B.	4
Aphrodite,	Sloop,	Geo. H. Eaton,	Boston,	32	6	27	10	8	5	Keel.	
Aurora,	Sloop,	J. O. Shaw, Jr., et al.,	Boston,	48	41	8	14	6	5	Keel.	11.1
Brynhild,	Sloop,	W. Dana Smith,	Boston,	29	2	26	3	10	9	Keel.	16.71
Camilla,	Sloop,	F. C. Welch,	Boston,	39	6	29	11	11	4	C. B.	15.88
Carmita,	Cutter,	Frank E. Peabody,	Marblehead,	24	8	20	6	8	3	Keel.	
Chaos,	Cutter,	L. H. Phillips,	Swampscott,	42	50	29	75	10	6	Keel.	13.50
Chiquita,	Cutter,	A. Hemmenway,	Boston,	52	39	5	13	4	7	Keel.	
Clara,	Cat Y.,	Nat. G. Herreshoff,	Bristol, R.I.,	35	6	29	6	9	10	Keel.	
Clitheroe,	Sloop,	Walter L. Dean,	Boston,	35	30	10	10	4	6	C. B.	8
Clytie,	Sloop,	H. Nelson Crane,	Boston,	37	33	7	12	6	4	C. B.	10
Composite,	Sloop,	James McIntire,	Boston,	22	2	16	6	6½	3	Keel.	12.60
Cy Pres,	Cutter,	F. C. Welch,	Boston,	25	22	22	8	4	4	Keel.	
Druid,	Cat,	A. L. Brackett,	Boston,	21	10½	18	8½	8	9	C. B.	
Echo,	Sloop,	E. L. Burwell,	Boston,	27	6	23	9	10	6	Keel.	
Edith,	Cutter,	Adam Tindel,	Eastport, Me.,	35	6	30	6	8	5	Keel.	

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THOMAS HIBBARD, Treas.

GEORGE LAWLEY & SON CORPORATION

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MARINE RAILWAY AND BASIN. STORAGE. HAULING UP. REPAIRING.

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Puritan,	Mayflower,	Sachem,	Pappoose,	Gundred,	Gossoon,
Merlin,	Princess,	Thelma,	Alga,	Helvetia,	Baboon,
Marguerite,	Janira,	Chiquita,	Saracen,	Owenah	Mineola,
		Milicete,	Nashawena.		

JAMES H. PAINE & SON,

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Compound, Triple and Quadruple Expansion, Marine Engines,

Sole Makers of the PAINE PROPELLER WHEEL,

A Superior Speed Wheel, made in Iron or Bronze; also, Towing Wheels. Condensers, Heaters, Pumps, Propeller Shafts, Bearings, etc.

STEAM YACHTS AND LAUNCHES CONTRACTED FOR COMPLETE.

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MACHINISTS,* BRASS * FINISHERS,

AND PIPE FITTERS,

87 BORDER STREET, EAST BOSTON.

LIST OF SLOOPS, CUTTERS, AND CATRIGS. 1891.

NAME	REG.	OWNER.	PORT.	Length		Length on		Breadth.	Draft.	Keel or Centre Board.	Draft with C. B. down. ft. in	TONNAGE.	
				over all.	ft. in.	Water Line.	ft. in.					Old.	New.
Edith,	Cutter,	F. F. Emery, Jr.,	Boston,	49	42	6	10	7	Keel.			13.87	
Eva,	Sloop,	Daniel Sargent,	Boston,	28	25	10	2	6	C. B.	6.40			
Folly,	Sloop,	J. F. Sheppard,	E. Braintree,	28	8	26	4	11	2	6	7		
Grimalkin,	Cat,	Geo. R. Howe,	Boston,	25	6	22	6	10	3	6	8		
Hera,	Sloop,	G. Ripley Howe,	Boston,	41	34	11	13	6	7	Keel.		16.25	
Hilda,	Cutter,	C. P. Curtis,	Boston,	35	9	31	5	11	6	9			
Kuma,	Cat,	J. Notman,	N. B.	25					25				
Lackawanna	Sloop,	E. F. Lucas,	Fall River	25	22	6	10	3	3	3			
Lapwing,	Cutter,	Bancroft C. Davis,	Boston,	45	36	10	7	3	Keel.				
Lena,	Cat,	C. M. Cook,	Boston,	27	10	24	9	10	4	6			
Magnet,	Sloop,	G. F. Burkhardt,	Boston,	42	35	13	7	Keel.			20.	15.	
Mildred,	Cutter,	W. H. Wilkinson,	Boston,	42	29	11	10	7	Keel.				
Mystery,	Cutter,	H. W. Lamb,	Boston,	64	8	58	6	18	10	9	3		
Nahli,	Sloop,	W. E. Connor,	New York,	24	8	24	8	11	1	9½			
Nebula,	Cutter,	C. W. Jones,	Boston,	43	35	12	7	6	Keel.				

BOSTON & LOCKPORT BLOCK Co.,

162 COMMERCIAL STREET, BOSTON, MASS.

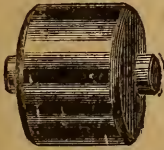
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← THE CELEBRATED →

Self-Adjusting, Five-Roller, Bushed Oval-Edge Yacht Blocks,

Which are the easiest working as well as the most durable of any other make in the market.

Solid Roll with shoulders to fit into cage.



Self Adjusting 5 Roller Sheaves.



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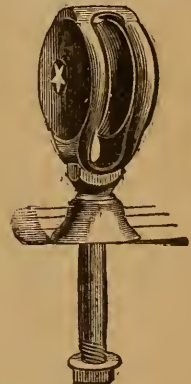


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OUR Improved Span Blocks on Gaff are the neatest and snuggest attachment in the market which allows the halliards to be taken out of the block and the sail made snug on the boom, thus doing away with the Iron Bands on the Gaff.

Improved Halliard Leader on Deck.



In contracting for your blocks, be sure and call for the **STAR BRAND** and you will never regret it.



LIST OF SLOOPS, CUTTERS, AND CATRIGS. 1891.

NAME.	RIG.	OWNER.	PORT.	Length over all.		Length on Water Line.		Breadth.		Draft.	Keel or Centre Board.	Draft with C. B. down. ft. in.	TONNAGE.	
				ft.	in.	ft.	in.	ft.	in.				ft.	in.
Neva,	Cutter,	A. L. Smith, et al.,	Boston,	29	2	25	2	9		5	5			
Nimbus,	Sloop,	J. K. Souther,	Boston,	36	9	33	3	12	9	4	6	8	20.	12.60
Ramona,	Sloop,	W. C. Bray, et al.,	Boston,	35	9	33	1	13	11	4	6	10	6	
Sachem,	Cat,	J. S. Fay, Jr.,	WoodsHoll,	24		20		10		2	6	5		
Saladin,	Cutter,	W. P. Fowle,	Boston,	40		30		10		8				
Shadow,	Sloop,	John Bryant,	Cohasset,	36	8	33	5	14	4	5	4	12	18.84	12.86
Sunbeam,	Cutter,	Wm. L. Wellman,	Boston,	26	10	24	8	10		5	9		9.75	5.48
Tahena,	Sloop,	J. Borden,	Fall River,	24		22		9	4	3	6			
Thelma,	Sloop,	F. B. McQuesten,	Boston,	62		45	6	13	4	9	6			
Undine,	Sloop,	Benj. Dean,	Boston,	54	9	50	4	16	10	5		15	45.	26.02
Vangie,	Cat,	Tucker Daland,	Boston,	25		22		7	9	4	6			
Varande,	Cutter,	C. A. Welch, Jr.,	Boston,	48		44		10		7	6		26.90	
Vivandiere,	Cat,	J. Borden,	Boston,	31		24		10	3	3	6	8		
Whistler,	Sloop,	A. M. Blinn,	Boston,	35	5	32	2	12	11½	4	6		10.35	
Wink,	Cat,	W. Burgess,	Boston,	17	3	16	10	8	6	1	2			

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NEW YORK OFFICE, 77 BEAVER STREET.

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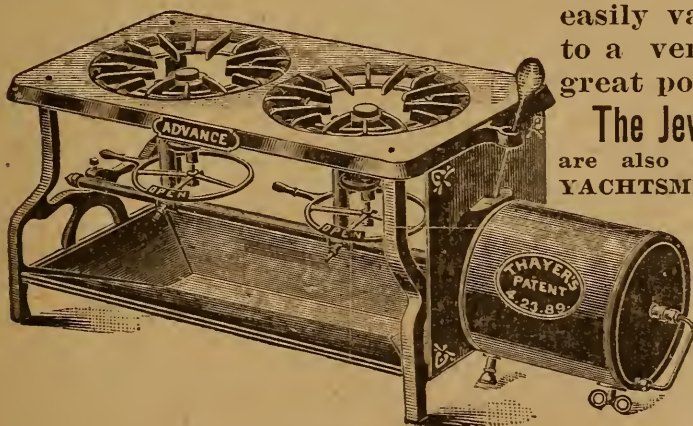
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W. A. LAULER,
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FOR YACHTS AND FAMILY USE.**

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The Jewel Picnic Stoves

are also great favorites with **YACHTSMEN**. They are free from the objections of the Kerosene Oil Stove and far superior, there being no oil to slop around, and give no smoke or smell. Cooking is possible under headway.

We are general New England Agents for the

JEWEL VAPOR STOVES AND STOVE FURNITURE.

There is nothing equal to them for Summer and Beach Houses. Save time and labor, and keep the house cool. **THAYER'S AUTOMATIC CAN** should be used by all, for filling Vapor Stoves. **GASOLINE** for use in stoves, at lowest rates.

BOSTON SAFETY VAPOR STOVE CO.,
107 Blackstone Street, - - Boston, Mass.

LIST OF SLOOPs, CUTTERS, AND CATRIGs. 1891.

NAME.	' RIG.	OWNER.	PORT.	Length		Breadth.	Draft.	Keel or Centre Board.	Draft		TONNAGE.	
				over all.	on Water Line.				ft. in.	ft. in.	ft. in.	ft. in.
Vashti,		Cutter, John A. Stetson,	Boston,	38	28	8 11	6 9	Keel.				
Vayu,		Cutter, G. H. Balch,	Boston,	39 5	31	6 10 2	7	Keel.				
Viking,		Sloop, L. D. Shepard,	Boston,	38 8	34	10 14	6 3	Keel.			15.63	
Violet,		Sloop, F. C. Hersey,	Boston,	36 3	33	13	3 10	C. B.	8 6	15.68	11.35	
Vixen,		Cat, Chas. Armstrong,	Boston,	32	28	13	3	C. B.	7			
Volante,		Cutter, H. W. Lamb,	Boston,	45	40	12	7	Keel.		14.66		
Vogue,		Cat Sl., C. A. Welch, Jr.,	Canaveral, Fla.,	28	24	10 8 1		C. B.	4 6			
Wayward,		Cutter, David Scars,	Boston,	75 6	60	6 23 8 11		Keel.				
Zigeuner,		Cutter, Maximilian Agassiz,	Newport, R.I.,	52 2	42	12 9 8						
Seven,		Cutter, Dr. G. Wilson,	Boston,	40	30	11 4 7 4						

CATAMARAN.

Florence,		J. H. Bodge,	Boston,	33 6	32	6 15 8 1 2	Keel.	6				
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Suffolk Trust Co.,

53 STATE STREET,

EXCHANGE BUILDING.

Acts as Transfer Agents, Registrar and Trustee under
Mortgages. Collects Coupons and Dividends
free of charge for Depositors.

Accounts of firms, individuals and corporations solicited; 2 1-2 PER
CENT. INTEREST allowed on daily balances.

LEGAL DEPOSITORY FOR TRUST FUNDS.

SAFE DEPOSIT VAULTS.

W. A. CLARK, Jr., Pres.

Absolutely Fire and Burglar Proof.

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Boxes \$10 and upward per annum.

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Direct Receivers of Kentucky Rye and
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LIFE OR DEATH.

WHAT TO DO WHEN CAST ASHORE.

IN case of shipwreck, the following instructions, furnished by the Life Saving Service, should be followed : —

If the use of a boat is practicable, either the large life-boat is launched from the Life Saving Station and proceeds to the wreck by water, or the lighter surf-boat is hauled overland to a point opposite the wreck and launched, as circumstances require.

Upon the boat reaching your vessel, the direction and orders of the Keeper of the Station (who always commands and steers the boat) should be implicitly obeyed. The Captain of the vessel should be the last to leave the ship, and see that rushing and crowding is prevented. It is needless to say that women, children, helpless persons, and passengers, or guests, should be first attended to, while no goods or baggage will be taken by the life-savers until all are landed. Remember the Keeper has full authority, and will throw overboard anything passed aboard the life-boat against his remonstrances.

Should the use of the life-boat be found inexpedient, resource will be had to the beach apparatus and wreck guns for rescue by the breeches-buoy or life-car. A shot, with a small line attached, will be fired across your vessel, so that a close watch should be kept for this line. When you have it, haul on board until a tail block reaches you. This block has a whip or endless line rove through it. As the greatest haste is necessary to prevent the whip from fouling with any obstacle, you will, when driven into the rigging, where but one

Desk Exchange,

HEADQUARTERS FOR

ROLL TOP DESKS.

A LARGE LINE OF

LIBRARY AND STANDING DESKS,

Office ^{AND} Library Furniture,

OF EVERY DESCRIPTION.

We can show the largest line of desks in Boston,
and guarantee prices and quality.

Second-Hand Desks and Office Fixtures,

Bought, Sold, and Exchanged.

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BOSTON.

or two men can work to advantage, cut the shot-line, and run it through some available block which will afford a clear lead, even if between the ratlins, so that as many as possible may assist in hauling. The tally-board attached to this tail-block will have printed in English on one side, and in French on the other, the following:—

“Make the tail of the block fast to the lower mast, well up; if the masts are gone, then to the best place you can find. Cast off shot-line; see that the rope in the block runs free, and show signal to the shore.”

The life-crew will then haul out a hawser, at the end of which will be attached another tally-board, printed as above, with the following directions:—

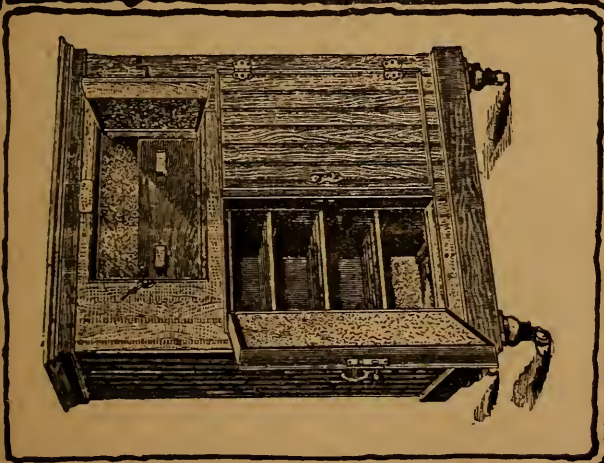
“Make the hawser fast about two feet above the tail-block, see all clear, and that the rope in the block runs free, and show signal to the shore.”

The utmost care should be given to the arrangement of the hawser and whip-line, so that no turns of the latter will be round the former. To be positive that this is not the case, take the end of the hawser up between the parts of the whip before making it fast. This done, and the hawser made secure, and the whip cast off from the hawser, the signal is given to the crew on the shore, who, when this is observed, will haul the hawser taut, and by means of the whip will haul off to your ship the breeches-buoy, suspended from a traveler-block, or a life-car, from rings running on the hawser.

Say the breeches-buoy is received, let one man immediately get into it, thrusting his legs through the breeches, although two men can be landed at the same time, by each putting a leg through a leg of the breeches; but should the life-car be sent, remove the hatch, place as many persons as it will hold, and secure the hatch on the outside by the hatch-bar and hook, give your “all right” signal, and the precious cargo will be hauled ashore. This operation will be repeated until all are landed. On the last trip of the life-car the hatch must be secured by the inside hatch-bar. When children are brought

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HOTELS
MARKET
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ICE CREAM
AND FAMILY



ESTIMATES FURNISHED TO YACHT OWNERS.

REFRIGERATORS

MADE WHOLE OR IN
SECTIONS TO ORDER.
COLDEST & DRYEST

No 18 AVERY ST.
BOSTON

ashore by the buoy they should be securely lashed, or held in the arms of older persons.

When the current is too strong, or the danger of the immediate breaking up of the wreck is apparent, rendering the dispatch of a hawser impossible, the buoy, or car, will be hauled off by the whip, or sent off to you by the shot-line, and you will be hauled ashore through the serf.

IMPORTANT POINTS REGARDING THE LIFE-SAVING SERVICE.

Life-saving stations, life-boat stations, and houses of refuge are located upon the Atlantic and Pacific seaboard of the United States, the Gulf of Mexico, and the Lake Coasts. Stations on the Atlantic coast, from the eastern extremity of the State of Maine to Cape Fear, North Carolina, are manned annually by crews of experienced serf-men, from the first of September to the first of May following; while upon the Lake coasts, the stations are manned from the opening until the close of navigation; and upon the Pacific coasts they are manned the entire year, with the exception of Near Bay, Cape Arago, and Bolivar Bay, which depend upon volunteer efforts from the neighboring people. Houses of refuge are not manned with crew, except a keeper, but are supplied with boats, provisions, restoratives, etc.

Most of the stations are provided with the International Code of Signals, and vessels can, by opening communication, be reported, or obtain the latitude or longitude of the station, etc.; or if crippled, or disabled, a steam-tug or revenue cutter may be telegraphed for, when such facilities exist, to the nearest port, if requested.

Do not forget, that although the services of the heroes who make up the life-saving crews are paid for by the Government, yet in view of the meagerness of their pay, they are not forbidden to receive such rewards for labor and risks incurred at wrecks as owners or other persons may see fit to bestow upon them. They are strictly forbidden to solicit such

ALFRED HALE & Co.,

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E. L. ROWE & SON,



SAIL * MAKERS,



GLOUCESTER, = = MASS.

FORE AND AFT WORK A SPECIALTY.

rewards, but few people will allow these poor fellows to go unrewarded for snatching them from the jaws of death.

The Station-crews patrol the beach from two to four miles each side of their Station four times between sunset and sunrise, and if the weather is foggy the patrol is continued through the day. Each patrolman carries Coston signals, one of which he ignites upon the discovery of a vessel standing into danger, to warn her off. This signal emits a brilliant red flame of about two minutes' duration. Should the vessel be ashore, this light is a signal to the crew that they are discovered and assistance at hand. It may happen that the patrol is some distance away on the other end of his beat, therefore does not see you; in which case, immediately after striking, flare-up lights should be burned or rockets sent up. Should the weather be foggy, guns should be fired. A word of advice in this terrible position. If you are ashore in the neighborhood of a Station, or on the sandy coast where the danger of vessels breaking up immediately is not imminent, remain on board until assistance arrives, and do not above any and all circumstances attempt to land through the surf in your own boats until the last hope of assistance from the shore has vanished, as often, when comparatively smooth at sea, a dangerous surf is running, which is not perceptible four hundred yards off shore. Many a life has been sacrificed by this hasty step. The difficulties of rescue by operation from the shore are greatly increased in cases where the anchors are let go after entering the breakers, as is frequently done, and the chances of saving life correspondingly lessened.

New York and New England

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~ THE WHITE TRAIN. ~

Elegant New Equipment of Parlor Cars, Royal Buffet Smoking Cars, and Coaches, Built by PULLMAN PALACE CAR CO.

THE ENTIRE TRAIN DECORATED IN WHITE AND GOLD.

Heated by steam from the Locomotive, Lighted by the Pintsch Gas-lighting System.

THE FINEST TRAIN IN THE WORLD!

Leaves either City at 3 P.M.

Arrives at the other at 9 P.M.

DAILY, INCLUDING SUNDAYS.

THIS TRAIN RUNS VIA AIR LINE ROUTE IN SIX HOURS.

DINING CARS BETWEEN BOSTON AND WILLIMANTIC.

CHAIRS IN PARLOR CARS SECURED AT

New York & New England R. R. Offices, Boston,

and New York, New Haven & Hartford R. R. Depot, New York.

LAWS REGARDING YACHTING.

THE "Revised International Rules and Regulations for Preventing Collisions at Sea," made by Act of March 3, 1885, should be followed by every mariner. For the convenience of yacht owners we give a few abstracts from the Statutes which refer more particularly to them.

STEAM AND SAIL VESSELS.

ARTICLE 1. Every steamship which is under sail and not under steam is to be considered a sailing ship; and every steamship which is under steam, whether under sail or not, is to be considered a ship under steam.

LIGHTS FOR SAILING VESSELS.

ARTICLE 6. A sailing ship under way, or being towed, shall carry the same lights as are provided for a steamship under way, with the exception of the white light, which she shall never carry.

LIGHTS FOR SMALL VESSELS.

ARTICLE 7. Whenever, as in the case of small vessels during bad weather, the green and red side-lights cannot be fixed, these lights shall be kept on deck on their respective sides of the vessel, ready for use, and shall, on the approach of, or to, other vessels, be exhibited on their respective sides in sufficient time to prevent collision, in such manner as to make them most visible, and so that the green light shall not be seen on the port side, nor the red light on the starboard side. To make the use of these portable lights more certain

**ANDREW MILLS,
 ② FLAG MANUFACTURER. ②**

FLAGS OF ALL NATIONS,
 ALL SIZES IN STOCK AND MADE TO ORDER.



FLAG POLES,

Ensigns, Jacks, Burgees, House Flags, Private and Code Signals, Etc.

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One block below Wall Street.

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Historical Publisher,

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BOSTON.

and easy, the lanterns containing them shall each be painted outside with the color of the light they respectively contain, and shall be provided with proper screens.

LIGHTS WHILE AT ANCHOR.

ARTICLE 8. When at anchor, a ship, whether a steamship or sailing ship, shall carry where it can be best seen, but at a height not exceeding twenty feet above the hull, a white light in a globular lantern, of not less than eight inches in diameter and so constructed as to show a clear, uniform, and unbroken light, visible all around the horizon at a distance of at least one mile.

LIGHTS FOR OPEN BOATS AND FISHING VESSELS.

ARTICLE 10. Open boats and fishing vessels of less than twenty tons not registered tonnage, when under way and when not having their nets, trawls, dredges, or lines, in the water, shall not be obliged to carry the colored side-light; but every such boat or vessel shall, in lieu thereof, have ready at hand a lantern with green glass on the one side and a red glass on the other side, and on approaching to or being approached by another vessel such lantern shall be exhibited in sufficient time to prevent collision, so that the green light shall not be seen on the port side nor the red light on the starboard side.

VESSELS BEING OVERTAKEN.

ARTICLE 11. A ship which is being overtaken by another shall show from her stern, to such last mentioned ship, a white light or a flare-up light.

SOUND SIGNALS FOR FOG.

ARTICLE 12. Every sailing ship shall be provided with an efficient fog-horn to be sounded by bellows or other mechanical means, and also with an efficient bell. In fog, mist, or

S. APPEL & CO., Manufacturers & Contractors of Uniforms.



YACHT CREWS

* **UNIFORMED** *

At Shortest Notice,
according to Club
Regulations.

FULL LINES OF

OUTFITS

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ALWAYS ON HAND.

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COR. WATER ST.,

NEW YORK.

Having made a specialty
of this line, we have the
distinction of the largest
patronage of any house in
the United States.



HAGGERTY'S * PATENT * SAIL * HOIST

Running on friction rolls. Gives no trouble in hoisting or lowering sail, supplants the usual mast hoops, loops luff close to mast, is easily attached, and has endorsement of many yacht owners, being in general use throughout the United States and Canada on Sloops, Cutters, Cat Boats, Sharpies, Ice and Steam Yachts. It is a very neat arrangement for Steam Yachts, dispensing with hoops on mast and gaff. Prices moderate. Made of Brass, with care, accuracy and best finish. For prices and circulars, address **T. HAGGERTY, 96 Davol St., Fall River, Mass.**

PRICES.

No. 0. \$9.00

No. 1. \$10.00



No. 2. \$12.00

No. 3. \$15.00

PRICES.

falling snow, whether by day or night, the fog-horn is to be used by a sailing ship under way, to make, at intervals of not more than two minutes, when on the starboard tack, one blast; when on the port tack, two blasts in succession; and when the wind abaft the beam, three blasts in succession. When not under way, at intervals of not more than two minutes, ring the bell.

SPEED OF SHIP IN FOG.

ARTICLE 13. Every ship, whether a sailing ship or steam ship, shall in fog, mist, or falling snow, go at a moderate speed.

STEERING AND SAILING RULES FOR SAILING VESSELS.

ARTICLE 14. When two sailing ships are approaching one another so as to involve risk of collision, one of them shall keep out of the way of the other, as follows, namely:—

(a) A ship which is running free shall keep out of the way of a ship which is close-hauled.

(b) A ship which is close-hauled on the port tack, shall keep out of the way of a ship which is close-hauled on the starboard tack.

(c) When both are running free, with the wind on different sides, the ship which has the wind on the port side shall keep out of the way of the other.

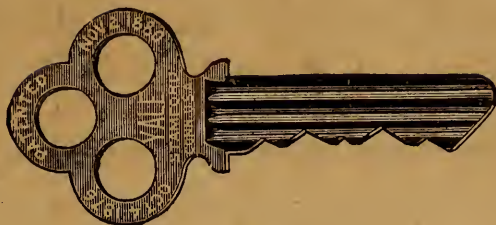
(d) When both are running free, with the wind on the same side, the ship which is to windward shall keep out of the way of the ship which is to leeward.

(e) A ship which has the wind aft shall keep out of the way of the other ship.

VESSEL OVERTAKING ANOTHER.

ARTICLE 20. Every ship, whether a sailing ship or a steamship, overtaking any other, shall keep out of the way of the overtaken ship.

❧ YALE ❧ LOCKS. ❧



— AND —

Fine Bronze Hardware,

ADAPTED FOR

Residences, Stores, Club Houses, Lockers, &c.

ALSO, A COMPLETE LINE OF

Fancy Hardware, Fishing Tackle, Cutlery, Revolvers, Cartridges,
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CHANDLER & BARBER,

15 & 17 ELIOT STREET, - BOSTON.

First Building from corner Washington Street.

❧ K E L L Y ❧

Makes the Best Fitting Clothes made in

Boston. Prices are Low, viz.:

Double Breasted Suit, Yacht Club Style, \$30.

17 BROMFIELD STREET,

BOSTON.

RIGHT OF WAY.

ARTICLE 22. When, by the above rules, one of the two ships is to keep out of the way, the other shall keep her course.

NO SHIP TO NEGLECT PROPER PRECAUTION.

ARTICLE 24. Nothing in these rules shall exonerate any ship, or the owner, or master, or crew thereof, from the consequence of any neglect to carry lights or signals, or of any neglect to keep a proper lookout, or of the neglect of any precaution which may be required by the ordinary practice of seamen, or by the special circumstances of the case.

DISTRESS SIGNALS.

ARTICLE 27. When a ship is in distress and requires assistance from other ships or from the shore, the following shall be the signals to be used or displayed by her, either together or separately.

In the day-time :—

First. A gun fired at intervals of about a minute.

Second. The international code signal of distress indicated by N. C.

Third. The distant signal, consisting of a square flag, having either above or below it a ball, or anything resembling a ball.

At night :—

First. A gun fired at intervals of about a minute.

Second. Flames on the ship (as from a burning tar-barrel, etc.).

Third. Rockets or shells, throwing stars of any color or description, fired one at a time at short intervals.

We will mention in connection with these rules that a special law governs the western rivers, seas, gulfs, lakes, bays, sounds, and there are distinct and separate rules governing those rivers flowing into the Gulf of Mexico and their tribu-

taries. The line dividing jurisdiction between the pilot rules on western rivers and lakes and seaboard at New Orleans shall be the lower limits of the city.

NO ALIEN CAN LEGALLY CAPTAIN AN AMERICAN PLEASURE CRAFT. — IMPORTATIONS OF STEAM YACHTS. — LICENSES AND DUTIES.

[*From The Boston Herald.*]

Owing to the many recent disputes and arguments concerning the registering of yachts under the American flag, the purchasing of foreign yachts by Americans, the sailing of American vessels or yachts by alien masters, and other points covered by these laws, a strong tendency to investigate and get posted in regard to them, seems to have taken possession of a number of gentlemen prominent in yachting circles. For the benefit of yachtsmen, the following questions, put to the United States authorities, and the answers, with the law relating to each as found in the Regulations of Commerce and Navigation at the Clearing Office of the Boston Custom House, are given.

1. Can a person who has not declared his intentions become master of an American yacht?
2. Can a yacht built without the country be registered under the American flag?
3. If a foreign yacht is purchased by an American, is any duty exacted?
4. What is the law of 1883 regarding the registering of yachts?
5. What is the rule, as it now stands, regarding the placing of names on bow and stern?
6. What are the duties on sails and wire rigging?

The answer to question 1 is, No.

The law governing the same is found in Section 4131 of the Regulations of Commerce and Navigation, under the rules relating to registering and recording, and is as follows: —

SECTION 4131. Vessels registered pursuant to law, and no others, except such as shall be duly qualified according to law for carrying on the coasting trade and fisheries, or one of them, shall be deemed vessels of the United States, and entitled to the benefits and privileges appertaining to such vessels, but they shall not enjoy the same longer than they shall continue to be wholly owned by citizens of the United States; and officers of vessels of the United States shall in all cases be citizens of the United States.

The question as to a person who has taken out his first papers has not been passed upon. This section refers to all documented vessels, whether they be for pleasure or trade. In another section is found:—

“All the officers of a vessel of the United States must be citizens of the United States. The penalty is 50 cents per ton on the entry of the vessel from any foreign port or place.”

The answer to question 2 is found in Section 4136, and is as follows:—

“The Secretary of the Treasury may issue a register or enrollment for any vessel built in a foreign country, whenever such vessel shall be wrecked in the United States, and shall be purchased and repaired by a citizen of the United States, if it shall be proved to the satisfaction of the Secretary that the repairs put upon such vessel are equal to three-fourths of the cost of the vessel when so repaired.”

No law could be found bearing on question 3 which clearly answered it, so it will be necessary to quote a decision rendered by the Treasury Department in August, 1888, in reference to the importation of a steam vessel named Geneva, from Canada.

The letter is directed to the Collector of Customs, Port Vincent, N. Y., and is as follows:—

SIR:—The department is in receipt of your letter of the 27th *ultimo*, reporting on the appeal of Mr. M. H. Folger from your decision assessing duty on a Canadian steam vessel called

Geneva, imported into your port in June last, the appellant alleging that under the terms of the special Act of March 13 1879, which authorizes the Secretary of the Treasury to give an American registry to said vessel, no duties accrued thereon.

The appellant also protests, if the claim is not wholly allowed against the exaction of duty on the machinery contained in the said vessel, which he claims to be of domestic manufacture, heretofore exported from the United States.

The Act above mentioned prescribes that an American registry may be issued to the said vessel upon the payment into the treasury of the United States of the duties legally chargeable upon said vessel.

Shortly after the passage of this Act, viz., on the 13th of March, 1879, the department addressed a communication to the then collector of customs at your port, in which he was notified of the provision of said Act, and was instructed, upon the payment into the United States Treasury of the duties chargeable, to grant an American registry to the vessel. It appears, however, that the owners of the vessel failed to avail themselves of the privilege conferred by the Act until June last, having, it is understood, in the meantime, used the vessel under her foreign papers as a ferryboat, but that at the period mentioned they made a regular importation of her, and requested the issuance of a registry in accordance with the terms of the Act, which request was subsequently granted by you upon the payment of the duties complained of. The vessel being an importation into the United States is, under the existing tariff Acts and the specified provision of the Act above mentioned, as well as the rulings of the department in somewhat similar cases, liable to duty, and your decision is hereby affirmed.

In regard to the machinery it may be stated that, inasmuch as it was exported as iron machinery and is now imported as a part of the vessel, it has thereby lost its identity as a separate commodity, and the claim for its free entry cannot be allowed, the existing statute only exempting domestic manufactures from the payment of duty when they are returned in the same condition as exported.

The duty imposed in cases of this character is in accordance with the value of the vessel as regards the material of which she is built. If she be of wood, a duty of 35 per cent.

would be charged, and if of iron or steel, the duty would be 45 per cent.

As to question 4, the law of 1883, embodied in an Act passed by Congress in March of that year, which annuls Section 4214 of the Revised Statutes, relating to yachts, is as follows:—

“The attention of collectors of customs is called to the Act herewith published regulating the issue of licenses to yachts:—

“Be it enacted by the Senate and House of Representatives of the United States of America, in Congress assembled, that Section 4214 of the Revised Statutes of the United States be amended so as to read as follows:—

“SECTION 4214. The Secretary of the Treasury may cause yachts used and employed exclusively as pleasure vessels, or designed as models of naval architecture, if built and owned in compliance with the provisions of Sections 4133 to 4135, to be licensed on terms which will authorize them to proceed from port to port of the United States, and by sea to foreign ports, without entering or clearing at the custom house; such license shall be in such form as the Secretary of the Treasury may prescribe. The owner of any such vessel, before taking out such license, shall give a bond in such form as the Secretary of the Treasury shall prescribe, conditioned that the vessel shall not engage in any trade, nor in any way violate the revenue laws of the United States, and shall comply with the laws in all other respects.

“Such vessels, so enrolled and licensed, shall not be allowed to transport merchandise or carry passengers for pay.

“Such vessels shall have their name and port placed on some conspicuous portion of their hulls.

“Such vessels shall in all respects, except as above, be subject to the laws of the United States, and shall be liable to seizure and forfeiture for any violation of the provisions of this title.

“Provided that all charges for license and inspection fees

for any pleasure vessel or yacht shall not exceed \$5, and for admeasurement shall not exceed ten cents per ton.' ”

It will be seen that the Act repeals Section 4214 of the Revised Statutes by substituting therefor a section differing from that repealed in the following respects: For the words, “If entitled to be enrolled as American vessels,” it inserts the words, “If built and owned in compliance with the provisions of Sections 4133 to 4135.

It limits by provision the amount of fees to be collected for the licensing and inspection of a pleasure vessel or yacht to \$5, and restricts the fees for admeasurement of such pleasure vessel or yacht to an amount not exceeding ten cents per ton.

The department has construed the repealed Section to be applicable only to yachts that were entitled to enrollment by virtue of Section 4311, Revised Statutes, as being of twenty tons burden or more, and not applicable to vessels that could be documented only with licenses.

This restriction is removed by the foregoing Act, and the sole conditions for licensing yachts and pleasure vessels specified in the Act are that they shall have been built in the United States and shall be owned by American citizens. But, unless otherwise instructed, collectors will issue no licenses to yachts or pleasure vessels of a burden of less than five tons net, as ascertained after deduction of exempted spaces in accordance with the provisions of the Act of August 5, 1882.

As to question 5, the following regulations are prescribed under the Act of February 21, 1891, embodying substantially the recommendations of the international marine conference relating to the marking of names, home port, and draught on vessels:—

“On vessels called ‘double enders’ the letters prescribed by the statute may be placed on the parts corresponding to bow and stern, and on vessels with sterns not affording sufficient space for letters they will be placed on the adjacent parts, in both cases so as to conform to the law as closely as possible,

and so that the home port shall be marked at one end of the vessel.

“Scows, barges, or other vessels ‘scow built,’ or with square bow, may have the name marked on the bow instead of the sides, where it would be speedily obliterated by chafing against other vessels, spiles, docks, etc.

“If all the figures indicating the draught of registered vessels cannot be placed on the stern-post, they may be continued upward on the adjacent part.

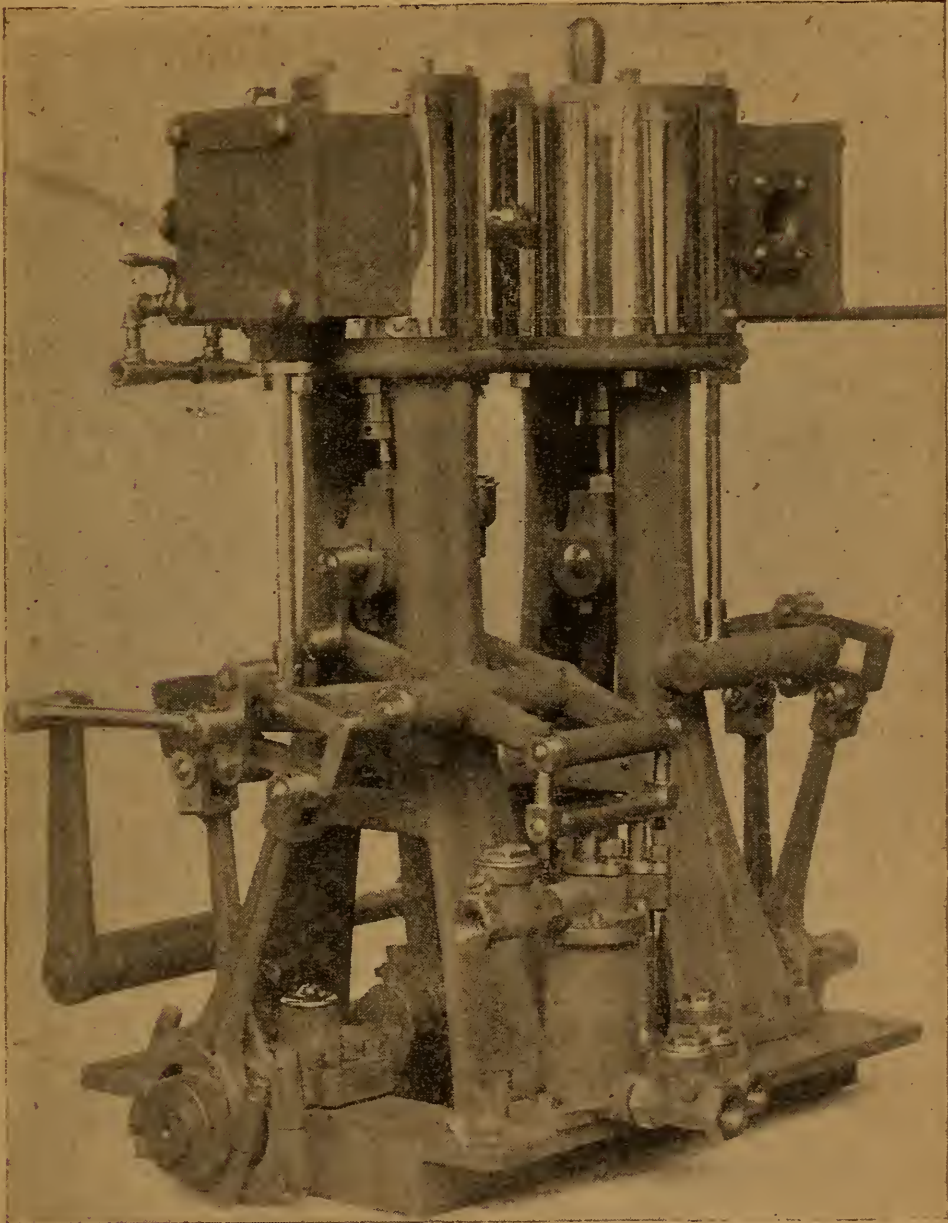
“The letters may be painted, gilded or carved. If carved, block or metallic letters may be used, they must conform to the requirements of the statute, and be so painted or gilded as to be in a dark color on a light ground, or be in a light color on a dark ground.

“Documented yachts are provided for by the Act of March 3, 1883, which requires that such vessels ‘shall have the name and port placed on some conspicuous portion of their hulls.’”

As to question 6, the duty on cotton-duck sails is 40 per cent. Wire rigging is not mentioned as a separate article in the tariff schedule, and no rate of duty is especially established for it. There is, however, a duty of one and one-fourth cents per pound on iron wire, and one cent per pound additional when the wire is imported in rope form, making the duty on iron-rope two and one-fourth cents per pound. The duty on steel-wire rope is three and one-fourth cents per pound.

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SAILING DIRECTIONS.

THE PRACTICAL MANAGEMENT OF SAILING BOATS HAVING
MORE THAN ONE SAIL.

WE are indebted to the "Boat Sailor's Manual," by Lieut. E. F. Qualtrough, for the following valuable hints on the management of yachts.

In making sail and getting under way, loose the sails and look to the sheets and halliards to set them all clear for service. Set the mainsail and have the jib all ready for hoisting. Heave away on the cable until the anchor is almost broken out, or until the cable is "up and down," then, by means of the rudder, if there be sufficient current, cast the boat-head toward the direction in which you wish to proceed; weigh the anchor and run up the jib. If there be no tide to set upon the rudder, the jib must be set before the anchor is broken out, and the sheet trimmed flat aft, to cast her. For example, if it be desired to cast the boat on the starboard tack, trim down the starboard jib-sheet, and push the main-boom out over the port quarter; then when the boat has a yard sheer, weigh the anchor, and when she has paid off sufficiently let go the starboard jib-sheet, and trim aft the port one; haul in the main-sheet and sail your course. To get under way from moorings, the mainsail and jib may be set as before, and then the moorings slipped.

SAILING TO WINDWARD.

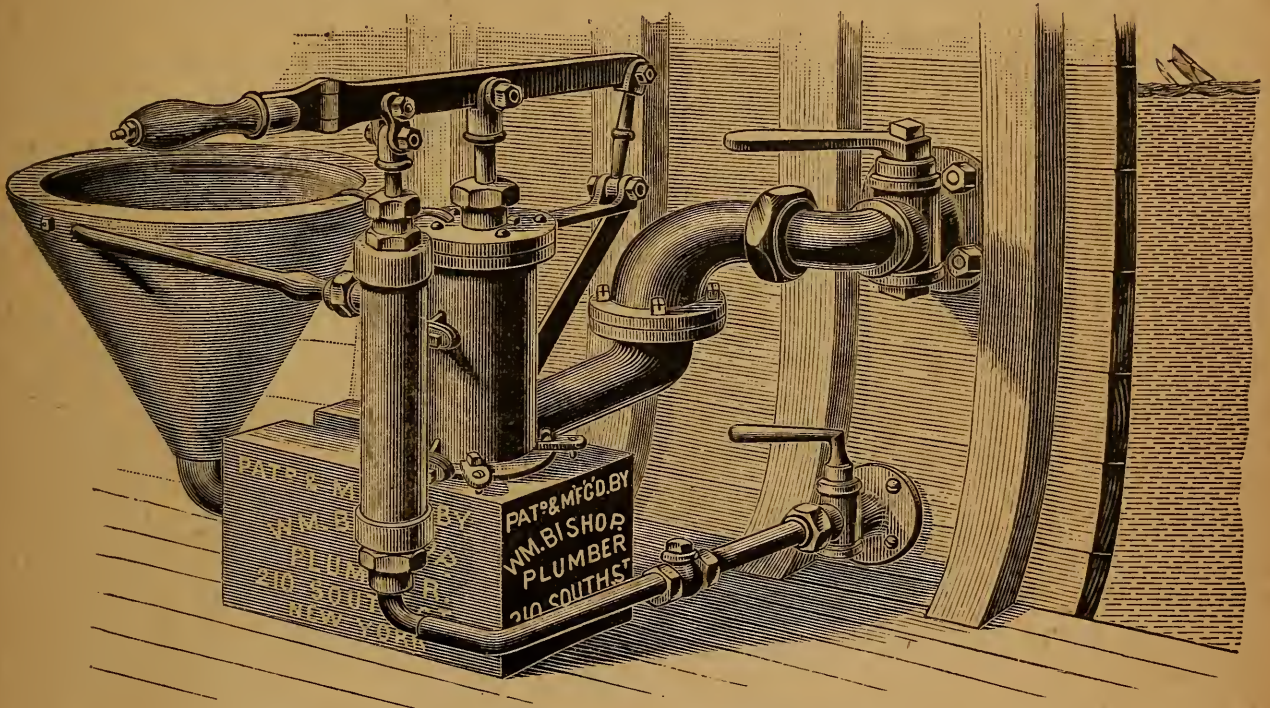
Sailing, beating, or turning to windward is one of the most interesting performances connected with the practice of boat-sailing. The art of sailing against the wind by mak-

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For Yachts, Pilot Boats, Launches, Etc.

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ing sundry zigzag courses is one which requires careful attention, a watchful eye, and constant practice; for although its rudiments may be learned in a short time, the art itself, which may be said to be the perfection of boat-sailing, can only be acquired from frequent practice and long experience. The principal thing to attend to is to watch the fore-leech or luff off the mainsail. The boat should be kept as close to the wind as she will point without shaking this part of the sail, which will always be the first to give warning of too close a luff. It sometimes happens that the wind is flarey and unsteady, blowing strong for some minutes, and immediately afterward becoming very light. On such occasions considerable advantage may be obtained by noting the changes in the effect of the wind upon the luff of the mainsail, for the boat may be sailed a couple of points nearer at some times than at others, and then is the time for the expert sailor to wedge his way to windward. The greater the force of wind the closer a boat may be sailed, if in smooth waters; and in match sailing a fine helmsman will watch the wind so narrowly that should the slightest variation occur he will be sure to gain some advantage by sailing his boat up to it with the greatest precision, but never so high as to cause any shivering of the sails. In sailing to windward care should be taken to "keep her full," for a shaking sail is of no assistance to a boat. When beating to windward in a narrow channel it is well not to carry too much head-sail. As a general rule a boat will work to windward with a small jib better than with a large one, and considerable judgment is required to determine the proper size of a jib to carry. The effect of too large a jib is to cause the boat to sail to leeward, particularly when she has but little headway.

TACKING.

A boat is said to be "in stays" after the helm has been put down to tack her, and when the sails are shaking in the wind's eye, but as soon as the headsail has "paid her head

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For the Bottom of all Wooden Vessels.

Especially Recommended when Speed is Particularly Desired.

This Paint, while it gives an extremely smooth surface, fully protects from Worms and Barnacles, and runs cleaner than other Marine Paints.

ITS COLOR IS A MOST BEAUTIFUL RED.

Before applying should be stirred same as any ordinary Paint.

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BOSTON, OCT. 1, 1890.

JAMES H. TARR:—

DEAR SIR—I take pleasure in stating that your Yacht Composition, applied to the yacht Hope Leslie on June 21, has run with perfect satisfaction. At this date her bottom is clean and in good sailing order.

LEONARD R. RAND, Sailing Master.

GLOUCESTER, OCT. 22, 1890.

This certifies that I have used Tarr's Yacht Composition on my clipper schooner Sea Fox since October, 1889, and can cheerfully recommend it to all who desire one of the best coatings known by me for all classes of wooden vessels.

CAPT. LOVELL J. HODGDON.

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off," she is about and on the new tack. In squally weather to be in stays is a very critical position for a boat, for should the sail be taken aback by a squall, a capsize may readily result. We will suppose that the boat is sailing along on the starboard tack, carrying the main-boom over the port quarter, the port head-sheets trimmed aft and "sailing close to the wind." When desiring to tack, sing out, "*Steady about!*" to warn the crew. Keep her a good full, and, when ready, press the tiller over gradually to port and bring her head into the wind's eye, calling out, "*Helms alee!*" as she comes to. The jib-boom should be in hand and flown at the order, "*Let go the jib-boom!*" which should follow quickly the announcement of "*Helms alee.*"

The main-boom is hauled flat aft and pushed towards the starboard quarter to help her around. The port jib-sheet should be trimmed down again as the boat gets head to wind, the order given being, "*Trim down the port jib-sheet!*" This trims the sail flat by the same sheet that has just been flown, and causes the port side of the sail to be acted upon by the wind, and to assist in boxing her head off to starboard. When the wind fills the mainsail on the new tack, the command "*Let draw!*" is given, at which the port jib-sheet is let go and the starboard sheet is trimmed aft for the new tack. Should the boat miss stays in a squall, the main-sheet must be slacked roundly, the peak lowered if possible, and the jib-sheet kept a-weather, after which if the squall heads her dangerously, let go the halliards to avoid a capsize. To steer a boat when she is going stern first through the water, the tiller must be put over in the same direction as that in which the boat's head is required to turn. In close-hauled sailing, an obstacle sometimes appears directly ahead which might compel a tack, but which if passed will allow of keeping away. In such a case, if the tide is favorable and brisk, resort may be had to a manœuvre called a "half board." Bring the boat quickly head to wind and shake the sails, allowing her to shoot dead to windward, and then before headway is lost keep her

away again until everything draws well, after which, if desired, the evolution may be again executed, each time gaining something to windward. This manœuvre is often invaluable in rounding marks when racing.

SAILING FREE, OR REACHING.

Reaching is sailing with a side wind. A boat may be said to be reaching when the wind is about abeam, and the sheets are eased off a bit so that the sails all draw in an effective manner. The sheets should always be trimmed to a nicety when sailing with the wind free, so that every inch of canvas will be doing its utmost by the boat. Should the boat be struck by a squall when reaching, she should be instantly luffed; but if the squall be very sudden, or there is not sufficient sea room for luffing, the main-sheet should be roundly slacked, and if necessary the halliards should be let go. Balloon-jibs are of considerable service in reaching.

RUNNING BEFORE THE WIND.

Running before the wind requires very careful steering, especially in a strong wind or in squally weather, and is considered the most perilous point of sailing, because of the risk of the mainsail suddenly gybing. A back stay should be fitted to support the masts when sailing in strong wind. When before the wind the main-sheet should be paid out, the running tackle set up to windward, and the main tack cast off (if the sail is not laced to the boom). A careful watch must be kept upon the sail, and attention paid to the direction of the wind; for should the boom gybe suddenly when the sheet is all out, the mast is liable to be carried away, or the boat capsized. Should the sail show the slightest wavering to leeward, the helm should be promptly put down a bit so as to prevent a gybe. The person steering a boat should always give timely warning when the boom is coming over, as, if it swings across suddenly, it is apt to knock overboard any one who is not on the lookout. As

straight a course as possible should be steered. The jib will be of no use when directly before the wind unless boomed out. With a fresh and squally breeze it is well to lower the peak of the mainsail, or to trice up the main tack, either of which will greatly relieve the mast. A safe plan is to reef the mainsail and set a smaller jib.

Should a squall strike the sails when before the wind, the boat may be eased by dropping the peak, or, if already down, lowering the mainsail and sailing her under a small jib.

SCUDDING AMONG WAVES.

Scudding before a strong wind and heavy sea is exceedingly dangerous, and many a boat has been lost in attempting to "run away from the sea." The two principal dangers will arise from "getting brought by the lee," and "broaching-to;" the boat's head will be most likely to fall off to leeward, or rather her stern to be thrown to windward as a wave passes under her. But with equal peril she might have "broached-to;" as the wave-crest lifted her bow, the boat's head would be turned toward the wind, and then if she is not expertly handled, she will get broadside on to the waves, and the next roller will inevitably swamp her. If the rig should be jib, mainsail, and mizzen, the latter should come in before the boat is put before the wind; the lee jib-sheet should be belayed slack, and the weather one led aft. As the boat begins to fly-to, haul the weather jib-sheet flat and put the helm up. Frequently, however, the helm is of little use under such circumstances, as the boat will be carried along on the back of a comber. In running through a surf an oar will be found much more effective for steering than a rudder. A small boat, if there be much wind or sea, should not be run dead before the wind, but with the wind a little on the quarter; then, after running some distance, should be gybed over, and run with the wind on the other quarter, to make the destination.

REEFING.

Reefing should generally be done in anticipation of a strong wind or heavy sea ; it should always be begun in trim, and carefully yet smartly performed, for moments lost in fair weather are difficult to gain in foul.

When about to reef, luff the boat up, but not so high as to allow her to come about. Haul the jib a-weather, and belay the sheet ; haul the main-sheet in flat, and the boat will be "lying-to."

Lower the peak and throat sufficiently for the number of reefs it is possible to take in, and cast off the main tack (if the sail be not laced to the boom). Haul down the reef and secure the earings to the boom ; make fast the tack, and tie the reef points with square knots. When completed, set up the throat and peak ; reef the jib, or set a smaller jib ; slack the main sheet ; trim the jib sheets, and the boat will resume her course under a single reef mainsail and reduced jib. A second or a third reef may be hauled down in a similar manner. Never tie the points of a second or third reef until the points of the preceding reefs have been secured ; the reefs may then be shaken out, one at a time, as the weather moderates.

SQUALLS.

Signs of a squall may generally be seen on the surface of the water some moments before it strikes the sails, in which case there will be plenty of time for shortening sail before its effects are felt ; but in rivers and when sailing close along the land, squalls frequently rush down upon a boat with marvellous suddenness.

The main-sheet should always be ready to let go in an instant whenever sailing under the land, for many disasters have resulted from sudden puffs sweeping down a valley or ravine with great force, and catching boats just as they emerge from the comparatively calm weather under the lee of some cliff or high land.

If a squall be descried approaching, the peak of the main-sail should be dropped. If the squall be very light, it may be allowed to just reach the sail, and then the boat luffed carefully to it, but not so as to lose headway. She must be kept going in order that she may answer her helm readily. With reefed sails a good boat may be "sailed narrow" through squalls of ordinary strength,—that is, so close to the wind that the luffs of the sails tremble, and with judicious handling there will be little risk.

When threatened with a severe squall, lower the jib and drop the peak of the mainsail. A smaller jib may be set if deemed desirable.

SAILING ALONG A WEATHER SHORE.

With a boom it is generally preferable to luff up in the wind and ease the jib-sheet, in puffs, then to ease the main-sheet and attempt to relieve the boat without deviating from the course. However, if a weather shore, as the bank of a river, be close aboard, there will be considerable risk of going stern on into the bank, if this course is adopted. While going into the bank might be preferable to capsizing, yet if the puffs do not come too heavy, the mainsail may generally be eased and the boat relieved in that manner. Always bear in mind, in the case of squalls, that "he who hesitates is lost," and determine early on the course it will be best to pursue, whether the boat shall be luffed at the risk of beaching her, or whether the main-sheet shall be eased.

SAILING ALONG A LEE SHORE.

When sailing along a lee shore in squally weather, which should never be done from choice, luff up smartly for squalls, in preference to easing the main-sheet to keeping the boat going.

If the squall be very severe, the jib-sheet should be flown to bring the boat's head to wind quickly.

Easing the main-sheet in squalls should be avoided, if possible, when sailing along the lee bank of a river, or by the side of mud flats. Generally a boat will luff-to quickly enough without easing the jib-sheet; but, if the squall looks heavy, ease the sheet and luff-to in good time; then stand by to lower the mainsail, if necessary. In lowering a sail in a squall care should be taken to spill the sail as it comes down.

REMARKS ON CAPSIZING.

Boats are not more frequently capsized by reason of strong winds and heavy seas than they are from carelessness or mismanagement.

Among the principal causes of boats being capsized may be mentioned the following: Negligence regarding the main and jib-sheets; faulty adjustment of the sails; disproportionate spars; improper trim; insufficient ballast; shifting of ballast; ill-fitting blocks; the entanglement of some rope; carrying sail recklessly; overcrowding with passengers; standing up in the boat; leaning over the gunwale; and generally careless handling.

When struck by a squall, a jammed sheet, if not instantly cleared, will be certain to capsize. The most effectual way of clearing the sheet, in such a case, would be to cut it, a measure which has before now saved boat and crew from impending disaster, even after the boat has been forced on her beam ends, with the water pouring over the gunwale. It sometimes becomes desirable, in light wind or a foul tide, to run and sail at the same time, but such a proceeding is very incautious if the sheet is made fast and no one left in charge at the helm. A more prudent course would be to lower the sails, or to dispense with the use of oars.

Generally when oars are left to assist the sails they should be used on the weather side of the boat, as there is some risk of lee oars catching under water, if the boat suddenly lays over.

Boat sailors should always be cautious when passing under the lee of large vessels in squally weather. The sheets should be in hand and ready for slacking instantly.

HANDLING BOATS IN A GALE.

When signs of an approaching gale are detected the sails must be close-reefed promptly, and all the canvas that can be dispensed with should be taken in. It will be advisable to draw the bowsprit in-board to avoid losing it when the boat pitches. If the boat requires a jib, the very smallest and stoutest head-sail available should be chosen. If the rig be a two-masted one, or if there be a mizzen, the mainsail should be lowered, and the boat may be sailed under a foretopsail and mizzen; or, if preferred, these may both be lowered and the little craft may be sailed under a close-reefed mainsail, or a trysail, if there be one on board.

Careful attention should be given to the boat's trim, and there should be no weight permitted in the bow, nor any in the extreme end of the stern. The ballast should always be judiciously disposed amidships, and firmly secured, so that no part of it can possibly shift though the boat should lurch ever so heavily.

In heavy weather the boat should not be sailed too close to the wind, nor the sails trimmed too flat. It is in heavy seas that the advantage of being able to trice up the main-tack is most apparent, and the boat may be generally eased by so doing.

Let us suppose a crew of six persons in a boat caught in a gale of wind, and no harbor available, except one some miles dead to windward. The rig of the boat is mainsail, forestaysail, and jib, a very serviceable rig for sea service.

As there are indications of an increasing gale, take in the forestaysail, luff up, and close-reef the mainsail, putting in each reef separately and tying the points singly. The jib-sheet must be hauled a-weather while reefing the mainsail,

after which run in the bowsprit and set the very smallest jib available. The man at the main-sheet should keep it clear and be ready to slack it in an instant.

The waves are now running high and the boat pitching heavily. Try her cautiously to windward, loosing or luffing her a bit as the approaching waves meet her. Have a hand by the main-sheet and another by the jib-sheet, while the others are down on the boat's floor to windward, excepting the skipper, who remains at the helm, carefully watching the threatening seas.

In luffing to the heavy seas the least motion of the tiller will suffice. Be very careful not to allow all headway to be lost, or the boat will not obey the helm; take advantage of the "smooth," which usually follows these heavy seas, to get good headway in; keep her full on at it, and only ease the helm on the approach of a heavy sea that threatens to engulf the bows; then luff into the very crest of the wave, which will check the boat's way for a moment, and headway must be regained by instantly bearing up a trifle to fill the sails and prevent the boat getting into the trough of the sea.

RIDING OUT A GALE.

Should the gale come on very weighty, and the sea increase so much that the waves are likely to break into the boat, it will not be prudent to continue working to windward, and the boat must be laid-to. A drogue should be used, or a sea-anchor rigged, to break the force of the sea and make a lea for the boat to ride in. Either the jib and forestaysail, or the jib alone, according to the type of boat, may be used to lay-to under. Some boats lay-to nicely under a close-reefed mainsail, with, perhaps, a small piece of the forestaysail showing just to windward of the mast.

As a general rule, any attempt to force the boat ahead will be very dangerous, and attention must be directed to keeping her afloat. A raft may be made of spars, oars, and sails,

the latter only loosely bound to the spars, and the whole attached to the boat's pointer. This raft being cast overboard, the line should be veered out, say ten or fifteen fathoms, and the boat allowed to ride to leeward of it. With good seamen a boat may thus ride out a severe gale of, perhaps, several days' duration. This contrivance may be made use of whether the boat be laid-to under small sail or without any sail. If a weight be suspended from the clew of one of the sails, the drift of the boat will be resisted. In shallow waters the raft may be anchored and the boat will still ride in safety.

When all has been done to keep the boat afloat, and to ride out the gale, the crew should button their coats, harden their hearts, and patiently await the return of good weather.

The best sails to lay-to under must be determined by each particular type of boat by experiment. A ship's long boat has been known to lay-to under a close-reefed mainsail, with a bucket veered out twenty fathoms ahead, and ride out a gale of seven days.

BOAT RACING.

Before the starting gun is fired every man should be at his post ready to perform his allotted duty; for after the signal every moment's delay is a moment lost. The boat that can sail fastest to windward is generally considered to be the best boat in sailing matches. Every man who aspires to the helm in a sailing match should be an expert in the art of boat-sailing. When putting the boat about, the helm should be eased down slowly and steadily, so that the boat may shoot ahead in stays. Many races have been lost by carrying too large a jib on a wind, and as many more by carrying large topsails, when, with a jib-headed topsail and a smaller jib, the boat would have eaten to windward in a creditable manner.

In reaching, sailing large, or running, however, a boat should be allowed all the sail she can stagger under; so set balloon-jib and topsail as large as the weather will allow, always having a judicious regard for the safety of the spars.

As soon as the sails are properly set, sheets trimmed, and the gear coiled, clear for running. Every man on board a racing boat should sit or lie down, and should so remain until ordered to move by the skipper.

In working to windward in a race, considerable advantage may sometimes be obtained by the execution of various little nautical manœuvres, which can be learned best by practical experience, and cannot readily be acquired from books. When there is abundance of sea-room, there is less chance for the display of skill in manœuvring, but in rivers, narrow channels, and tideways, every move of the opponents should be carefully watched, and every chance for gain embraced.

SAILING ALLOWANCES.

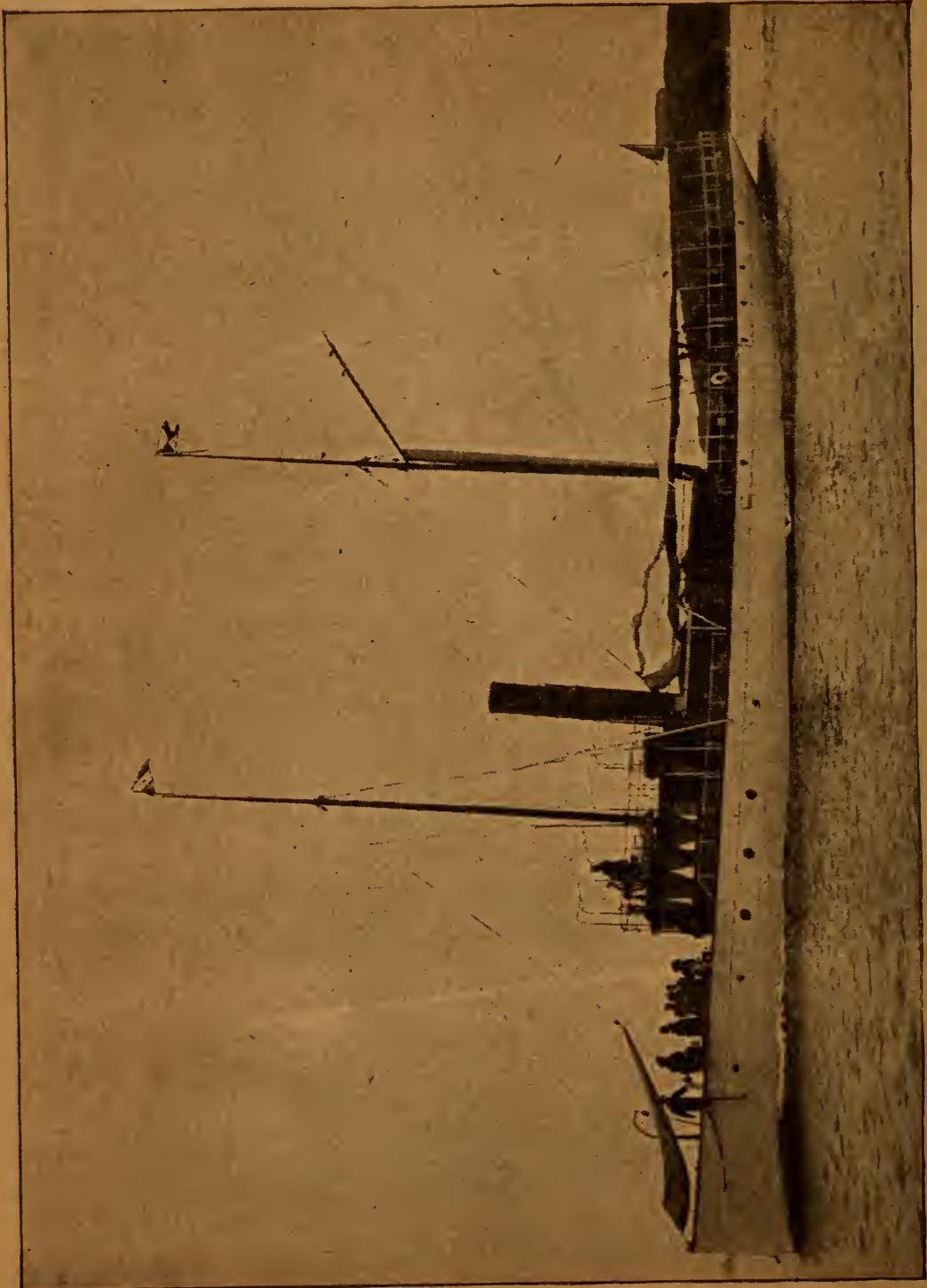
The New England Yacht Racing Association adopted, in 1884, a comparison by length, the length used being obtained by adding one-fifth of the after overhang to the length of the load water line.

Time for difference in such "sailing length" is allowed according to the Herreshoff Table, compiled by Mr. N. G. Herreshoff, a member of the Boston Yacht Club, and used, we believe, for the first time in the races of that Club. To reduce a yacht's "actual time" over a course to "corrected time," by which the relative merit may be determined, find in the table the number of moments and seconds corresponding to the "sailing length" of the vessel, and multiply it by the distance sailed in miles. Subtract this product from the actual time in which the course was made.

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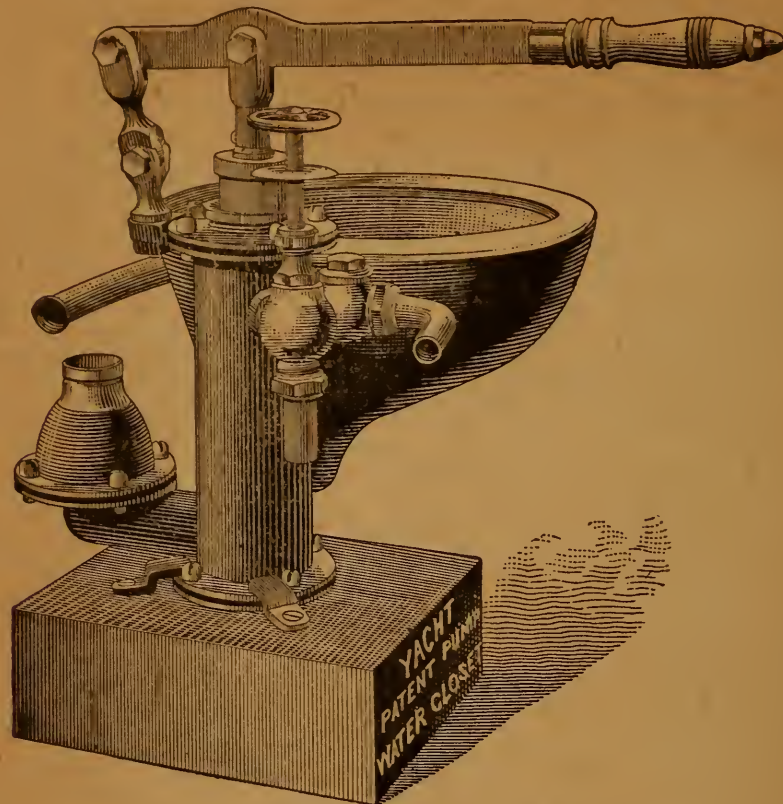
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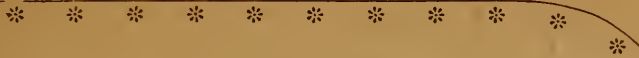
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

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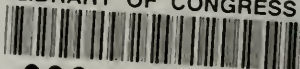
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